

# The Victorian Railways NEWS LETTER

January, 1940

Issue No. 113

## TOURIST CHIEF BACK FROM AMERICA

"FROM a travel organizational viewpoint, I feel that Australia is abreast with the most efficient American tourist agencies," said Mr. W. T. McConnell (Manager, Victorian Government Tourist Bureau) who returned last month after nine months in U.S.A. For three months he was located at the Golden Gate Exposition on Treasure Island, San Francisco; for the remainder of the time he was Manager of the Australian Pavilion at the New York World's Fair, the greatest Fair of its kind in history.

One impression which naturally interested Mr. McConnell was the fact that, so far as he could gather, there was no governmental tourist office in the United States which provided a rail, road, sea, and air service comparable with that available at the Victorian Government Tourist Bureau. When he left New York, plans were in hand to establish an official U.S.A. Tourist Bureau in Washington, D.C., administered by the Director of National Parks.

Throughout he found a genuinely warm interest in Australia and, despite the war, he was confident there

### Open Fridays Until 9 p.m.

TO meet the expanding needs of holidaymakers, the Victorian Government Tourist Bureau at 272 Collins Street, Melbourne, is now open every Friday night until 9 p.m.

This extension of business hours is relieving congestion at the Branch Office, Flinders Street Railway Station, where the restricted accommodation and facilities do not permit of the same range of service as at the main Bureau.

would be a steady increase in the number of American tourists to this country.

"My greatest thrill? At the New York World's Fair," Mr. McConnell answered, "when Their Majesties the King and Queen inspected the Australian Pavilion. Like every other British subject in the United States at the time of the memorable Royal Tour, the extraordinary and extremely warm reception accorded the Royal visitors impressed me profoundly."

## Giant "H" Locomotive Now Taking Shape

RAILWAY enthusiasts — and they are legion — are eagerly awaiting the appearance of the first giant "H" class locomotive. Now steadily taking shape at the Newport Workshops, this locomotive will be the largest, heaviest and most powerful in the Victorian Railways service. It will probably be used on Seymour goods trains until conditions are suitable for its use on the Adelaide line.

Interesting features of the locomotive include the use, for the first time in Victoria, of the Westinghouse A-6ET air-brake equipment for passenger train service. (This system was introduced on the seven "X" class goods locomotives constructed last year).

A new form of conjugate valve motion, derived from the outside

Walschaert valve gear, will be used for the inside valve. An improved device for smoke deflection will be fitted on the smoke box.

### Largest Boiler Yet

The boiler — the largest yet built for any locomotive in Australia — represents a notable constructional feat at the Newport Workshops. The combined total heating surface will be 4,780 sq. ft. An improved type of mechanical stoker will be used for the all-steel firebox, which is almost 10 ft. long. The smoke box incorporates, for the first time, a double blast pipe arrangement which includes twin radial post exhaust nozzles.

Roadworthy, the locomotive will weigh 261 tons, and it will be more than 90 feet in length. The estimated tractive effort of 55,000 lb. will rank it third among the most powerful types of locomotive in the Commonwealth.

## Re-upholstering of 235 Suburban Cars

ALL the first-class sliding-door carriages, totalling 235, in the suburban electric stock are to be re-upholstered by a new method. The work will be extended over the next six years as the carriages enter the workshops for overhaul.

The new type of padding is made by spraying natural animal hair with a liquid rubber mixture and moulding the treated hair to any desired shape, after which the added rubber is vulcanized and the individual hairs become locked to each other.

Since May, 1933, four two-passenger seats and backs and two three-passenger seats and backs, fitted with this type of upholstery, have been in regular running to test the efficacy of the material.

The advantage of the new process is that the seats and seat backs being already moulded to the correct shapes, hand-wigging of the hair is eliminated and the upholstery can be fitted much quicker than at present. Moreover, no hand-wigging is involved to renovate sagging upholstery during the life of the seats.

The cost of fitting the cars with the new type of upholstery will be off-set by the sale of large quantities of hair at present in service in the seats and seat-backs, after which valuable savings are assured.

## NEW LOUD-SPEAKERS HELP PASSENGERS

AS an additional facility for announcing train information to passengers, the Department used a portable public address system on Nos. 9 and 10 Platforms, Spencer Street, during the height of the Christmas holiday traffic. It supplemented the public address network operated by the Man-in-Grey.

It is believed that this is the first time equipment of this kind has been used on any Australian railway system.

Operated by a battery which ensures its use where electric power is not available, the portable set has a microphone and two loud speakers. It is mounted on wheels and can be transported in the van of any train.

Because of its portability, the equipment will be used wherever needed during busy traffic, such as at racecourse platforms, stations serving cricket and football arenas, etc.

In this way announcements regarding train departure times, platforms, ticket issuing offices and other relevant information will be made available to the public more clearly than is possible under the present method of railwaymen using megaphones at certain points.

# NEW YEAR RESOLUTIONS | Mt. Buffalo Bookings Are Up

## WE MUST KEEP THEM !

**R**ESOLUTION-MAKING is traditionally associated with the beginning of another year. Most people pause reflectively . . . recapture those moments when their mistakes were made . . . firmly determine never to be guilty of a repetition—and then completely forget all their good intentions.

This year, however, the circumstances are so vastly different, so fraught with all manner of distasteful possibilities that the making of resolutions must, as never before, be backed up by a grim resolve to adhere to them.

### All Vitally Concerned

The British Empire is at war. We all know that, but to guard against inertia that fact must be ever in our minds. Directly and indirectly we are all vitally concerned with the outcome of this tremendous struggle. It is being waged heroically against an enemy who attaches little value to justice, freedom and humanity as we know and treasure those fundamental features of life.

### Firm Resolve Needed

Hence the need for resolution-making on a granite basis.

We must resolve to be loyal in all our thoughts and actions. As members of this national railway service, we have a great tradition to maintain, and this demands at all times faithful performance of our various jobs.

Keep in mind this salient fact : the railways are of the highest importance in wartime. The Russo-Japanese war was lost through a breakdown of the Russian railway system. Should our country be invaded our fate would depend enormously on the ability of the Australian railway systems to meet more severe and sustained demands than have ever arisen in time of peace.

### What We Must Do !

Wasteful, uneconomic methods must be relentlessly looked for and banished . . . extravagance in time and materials must be just as relentlessly avoided.

In short, let us make our New Year resolutions—and then steadfastly keep to them. . .

## VALUABLE METALS BEING RECLAIMED

**S**UCCESS has followed the attention which the Stores Standardization Committee has given to the better classification of non-ferrous borings from machines in the Rolling Stock Branch workshops and locomotive depots.

With the outbreak of war, the reclamation of these borings—mainly the alloys of tin, copper zinc, antimony and lead—assumed greater importance than previously as there was more than a possibility of shortage of some of these metals under war conditions.

### Machines Screened

To improve the segregation and also to obviate the purchase of large quantities of new materials, all important machines are now being fitted with screens and catchments to enable operators to collect, in adjacent storage bins, the various classes of borings.

Results to date are highly satisfactory. Already one depot, which previously collected only one cwt. of pure borings to every five cwt. of heavily mixed borings, is now collecting in the proportion of four cwt. of pure metal, one cwt. of lightly mixed and one cwt. of heavily-mixed.

### Benefits Derived

The better grades will be re-melted at the Workshops and, with small additions of pure tin or antimony, will be suitable for re-use, thus enabling the Department to be more self-supporting, reducing the volume of imports and at the same time securing useful economies.

## REDUCED TARIFF EFFECT

**T**AKING advantage of the greatly reduced tariff which operated at The Chalet, Mt. Buffalo National Park, until December 16 last, an increasing number of holidaymakers from all parts of the Commonwealth are now extolling the springtime attractions of this mountain wonderland.

Evidence of the stimulating effect of the reduced rate—an 8-day all-inclusive tour from Melbourne for only £5/19/6d., usually £7/15/—is seen in a comparison between the number of visitors during November, 1938 and 1939.

In November, 1938, 863 guests stayed at The Chalet—an average of 29 per day. In the same month of 1939, the figures soared to 2,604 and 87 respectively.

From the end of January to the beginning of Easter, the rate for an 8-day all-inclusive tour from Melbourne will be £6/19/6d. which, for these popular holiday months, is only £1 more than the low rate of £5/19/6d. which will again operate between March 30 and June 30.

\* \* \*

### Bureau Revenue, Too

**O**THER significant tourist happenings during November last included a rise of nearly £3,500 in the revenue at the Head Office of the Victorian Government Tourist Bureau, compared with November, 1938.

In a recent week the bookings made at the Bureau for hotel and guest-house accommodation was an all-time record.

This convenient service, which is entirely free to patrons, is only one of the many facilities which have won for the Bureau and Branches the distinction of performing the most comprehensive tourist service in Australia.

## PRAISEWORTHY FIRST AID RESULTS EXAMPLE TO ALL STUDENTS

**A**LTHOUGH results of the first aid examinations for 1939 are not yet available, it is clear that the number of students obtaining certificates is substantially greater than during 1938.

A general all-round improvement has been appreciatively noted by the Ambulance Officer (Mr. V. E. Southwood) who said that the results at three centres were worthy of special mention. They should, he said, prove an inspiration to all employes attending first aid classes.

During the last series of classes at Bendigo, 94 students were examined ; of these 82 passed. Thirty-four were examined at the Melbourne Goods Sheds and 32 secured certificates. A noteworthy performance

was registered by the Rolling Stock Head Office class of 15 students, 14 of whom were first year students and gained their certificates.

"In these three classes," Mr. Southwood stated, "we have striking evidence of the value of consistent attendance at the lectures—and, what is of equal importance, marked attention by individuals to the addresses and demonstrations by the instructors.

"It cannot be too often stressed that regular, interested attendance at the classes is the secret of success. It is important, too, that between lectures students should discuss first aid problems amongst themselves. The resultant exchange of ideas is mutually beneficial."

# Review Of Main Rail Happenings In 1939

## OUTBREAK OF WAR FINDS DEPARTMENT READY

**I**N this condensed review of the more important happenings and developments during 1939, the effect of the war on the Department must inevitably occupy foremost place. Fortunately, in close association with the State Emergency Council over several months, the Department's plans for protection of the civil population, railway personnel and important structures were completed on the outbreak of war in September.

Most of these plans are necessarily of a secret nature, but it can be stated that, in the event of Australia being attacked, suitable protective measures could be rapidly put into operation. Thanks to close co-operation with the Defence authorities over a prolonged period, during which several rehearsals in the rail transport of complete units with their equipment were carried out, the Department readily met all demands for transport to the camps in the Seymour and Mt. Martha districts.

**A**T the Workshops a special section is being equipped for the construction by the Commonwealth Government of fuselage components of Bristol Beaufort Aircraft. In connection with this scheme, a number of railway employes are undergoing intensive training in England at the Bristol Aircraft Company's works. In addition there is considerable activity in producing other military equipment.

### Reclamation Activities

Among the purely departmental questions necessary to place the service on a wartime basis was the inauguration by the Commissioners of a fresh review of reclamation policies, and the study of substitutes for material, supplies of which would be adversely affected by the war. The Stores Standardisation Committee is handling these questions, and already substantial benefits have accrued.

With wartime needs necessarily taking precedence, the amount of money available has permitted only a modest rolling stock construction program to be undertaken.

### Rolling Stock Construction

During the present financial year, it is proposed to build 17 locomotives (one "H" and 16 "K" class). New carriage construction will be confined to six cars for country service. They will be streamlined and air-conditioned and will be built of Cor-ten steel. The shortage of trucks will be somewhat relieved by the construction of 250 welded open "GY" trucks intended especially for the transport of bulk wheat and general merchandise.

### Mr. Clapp's Departure

Accepting an appointment with the Federal Government as General Manager, Commonwealth Aircraft Construction, Mr. Harold W. Clapp severed a record-breaking term of nearly 20 years as Chairman of Commissioners. Mr. Clapp's outstanding capacity is everywhere reflected in the high standard of efficiency and modernity of the Department.

In his new position Mr. Clapp is directing activities of profound importance to Australia, in which railwaymen of several States are gladly co-operating.

Progress was made with the plans for modernizing the plant at the Newport "A" Power Station. As the first stage of a 10-year scheme estimated to cost more than £1,000,000, a new turbo-generator and two large boilers have been ordered. The existing plant has been operating for over 20 years and early replacement is essential.

Over £20,000 of damage was caused to railway property last January during the worst bush fires in Vic-

### From the Commissioners :

**TO all members of the service and their families we extend warmest Seasonal Greetings, coupled with sincere wishes for their health and happiness.**

**It is our pleasure, too, to offer heartiest congratulations to railwaymen on yet another year's splendid work.**

**In all sections there has been loyal and efficient service which is so vital to the Department's progress.**

toria's history. In addition to the destruction of bridges, station buildings, telegraph lines, fencing, etc., the Department lost two alpine guest-houses—one at Mt. Hotham; the other at Mt. Feathertop. A new building was erected at Mt. Hotham, the railwaymen concerned being responsible for a particularly fine performance in completing the work before the snow season opened.

"Spirit of Progress" completed its second year in running. Again there was a rise in patronage compared with the last year of the "Sydney Limited." In the first year of service, "Spirit of Progress" carried 209,000 passengers, or 28,000 more than the "Sydney Limited." For the year ended November 23 last, the train carried 222,371 passengers. This striking advance confirmed the prediction that the train would be a traffic-builder.

Symbolising the modern trend towards the use of public address systems, the Department made Australian railway history during the year when a network of microphones and loud-speakers was installed at important points in the Melbourne Yard. The innovation is proving its great worth in facilitating traffic through this busy section.

### New Tourist Bureau

A highlight of the year from a tourist viewpoint was the removal of the Victorian Government Tourist Bureau to the new, modernly-equipped premises at 272 Collins Street, Melbourne. In this more accessible position, the enlarged Bureau will be able to cater for the expanding business which could not be efficiently handled in the former office at Queen's Walk.

### Bulk Handling Begins

History was made towards the end of the year when the bulk handling of wheat scheme, serving the North Geelong terminal elevator, was brought into partial operation. The Department's work in facilitating the introduction of the system was warmly commended by the Grain Elevators Board.

As part of the comprehensive track improvement plan designed to enable heavier trains to run to faster schedules and to make travelling more comfortable for passengers, a further program of track relaying and strengthening was carried out with the assistance of Unemployment Relief Grants.

### Slight Revenue Rise

Since September there had been a gradual improvement in the total revenue. The figures from July 1-November 30, 1939, compared with the corresponding period in the previous financial year were £3,900,808 and £3,882,053 respectively. Passenger receipts increased by £25,544 and, as a reflex of this increased traffic, the revenue from refreshment services advanced by £4,239. Although the total revenue is slightly higher, trade has been materially affected throughout the year by the severe drought of 1938-39.

# THESE RAILMEN HAVE ENLISTED FOR WAR SERVICE

## Bendigo Open Forum A Big Success

WITH "Judgment Through Enlightenment" as its broad, commendable objective, the Bendigo Open Forum has quickly become established as an important feature of life in the northern city. In the forefront of the Movement are two Victorian Railwaymen: Kevin P. Coyle (Accounting Officer) who is President, and Bob Dodds (Senior Train Despatcher), who is Treasurer.

In close association with the University of Melbourne, the Open Forum presents at public meetings both sides of local, national and international questions exercising the minds of people. It is stimulating individual discussion and assisting people to grasp the meaning of world affairs, thus tending towards mutual understanding.

Since June last the Movement has held monthly meetings, each being overflowing attended by more than 600 people. Each subject is discussed from a platform by experienced speakers, including prominent lecturers from the Melbourne University. Later, questions are invited from the audience.

Mr. J. G. Medley, Vice-Chancellor of the Melbourne University, launched the Open Forum at Bendigo which is the first of its kind outside an Australian capital city.

Mr. Coyle is naturally delighted with the success of the venture. He stresses the facilities which membership of the Movement possesses for all railwaymen in Bendigo and environs.

## RETIREMENT OF MR. A. P. BURDEU

"IT'S an ill-wind that . . . ." That axiom springs to mind at the news of the resignation of Mr. A. P. A. Burdeu (Chief Clerk, Train Running Room Statistics). Although unequal, due to ill-health, to continue a railway career notable for its high capacity and great sense of duty, Mr. Burdeu will devote all his time to ameliorating the conditions of the Australian aborigines. He is President of the Aborigines Protection League. For years the aborigines have had no more determined and successful worker on their behalf than Mr. Burdeu. He founded the Aborigines Uplift Society and, in addition to public addresses and written propaganda, he established and edited a monthly journal devoted to promote the interests of the aborigines. Mr. Burdeu's life has been a busy one, particularly during the past six years when he was the President of the Federation of Salaried Railway Officers (Victorian Division).

—C.A.

## ROLL OF HONOUR

**B**EGINNING with this issue, the "News Letter" will publish the names of those Victorian Railwaymen who, as members of the 2nd A.I.F., the Naval and Air Forces, have responded for active service in war zones. Up to mid-December, the number of men concerned was 160. (In addition, nearly 800 railwaymen are serving with the Militia).

This month the men who have enlisted in the 2nd A.I.F. are shown. In subsequent issues, those in the Naval and Air Force will be listed.

### 2nd A.I.F.

CAS. Labr. E. J. Amy; Lad Labr. N. G. Armstrong; Labr. P. C. Ahlston; Labr. J. Bates; Cas. Labrs. A. W. Bowden and R. Brooker; Appee. B'maker J. D. Baxter; Labr. J. R. Brent; Repr. K. Bott; Porter R. H. Crane; Labr. A. C. Cook; Coal Stage Employee E. W. Copley; Lad Labr. B. R. Coles; Repr. J. F. Cross; Cas. Labr. J. P. Cleary.

Cas. Labrs. F. Dennehy and G. W. Dickinson; Appee. C'smth J. D. Donohue; Repr. L. H. Denning; Cas. Labr. V. J. E. Eldridge; Storeman J. P. Elliott; Testing Asst. H. C. Foulkes; Cas. Labr. F. J. Finch; Skld. Labr. N. C. Fields; Repr. A. J. Fry; Cas. Labr. J. F. Gray; Labr. J. F. Hume; Lad Labr. S. Hedt; Repr. H. G. Harvey; Repr. N. L. Hunt; Clerk G. H. Halliday.

Appee. B'smth K. A. Jones; Cas. Labrs. E. P. Kennedy, H. J. Kennedy and D. R. Ken-

**S**ERGEANT J. P. Cleary, of the 2nd A.I.F., who was fatally injured in a motor accident near the camp at Puckapunyal last month, was a casual laborer at the Melbourne Goods Sheds. He leaves a wife and one child. Born in 1911, he had been continuously associated with the Department since 1933, his versatility and capacity in station porter's work making him a valuable member of the division. At the time of his enlistment with the 2nd A.I.F. on November 1 last, he was studying for his safeworking certificate. For some years, Sergeant Cleary had been greatly interested in military affairs. Immediately prior to joining the 2nd A.I.F. he was a Quartermaster-Sergeant in the 34th Field Battery.

nedly; Parcels Porter W. J. Lee; C'smth Asst. H. M. Lynch; Repr. D. L. Lovell; Labr. R. Loftus; Skld. Labr. J. Moroney; Cas. Labrs. W. T. Mowat and H. J. Murray; Labr. G. G. Milne; Repr. J. McDowall; Labr. A. McLean; Block Recorder W. A. Norrish; Repr. E. V. Owens.

Clerk E. M. Pontin; Cas. Labr. E. Price; Shunter P. J. Pigott; Cas. Labrs. C. Russell and B. L. Rose; Bookstall Attdt. A. J. Spence; Messgr. J. H. Sinclair; Lad Labr. W. G. Scale; Cas. Labr. V. J. Staveley; Engine Cleaner S. V. Schilling; Lad Labr. A. L. Shadbolt; Repr. A. Sullivan; Office Cleaner A. R. Thompson; Repr. A. Thompson; Cas. Labrs. G. Tucker and G. H. Thwaites; Labr. J. W. Waterson; Cas. Labr. D. Whitaker; Repr. H. J. Worrie; Engine Cleaner J. A. Young.

*To these railwaymen and those who join the forces in the future, the "News Letter" reflects the thoughts of their colleagues in the service by saying: "ALL THE VERY BEST!"—a characteristically warm Australian phrase with a very deep and sincere meaning. . .*

## Ex-V.R. Man Now Trade Envoy

**L**ATEST ex-Victorian Railwayman to secure an important appointment with the Federal Government is Mr. H. R. Gollan who has been appointed Australian Trade Commissioner in India. In making the announcement last month, the Minister of Commerce (Senator McLeay) emphasised that wartime conditions made this position highly important to Australia.

Mr. Gollan's career has been remarkably varied, the cumulative effect foreshadowing a most successful term in promoting Australian trade. Starting as a journalist on the "Hamilton Spectator," he subsequently occupied advanced reporting and sub-editorial positions on several Melbourne daily newspapers.

Later he enlisted with the A.I.F., saw service on Gallipoli and in France, and returned as a Captain, with the D.S.O. and M.C.

A few years in journalism preceded his appointment in 1925 as Assistant Railways Publicity Officer. Two years later he became Manager of the Victorian Government Tourist Bureau which position he relinquished in 1929 to become Assistant General Manager of "The Argus."

Subsequently he was appointed Managing Editor of "The Star"; then Manager of "The Argus"; and in 1937 he accepted an appointment in India as representative of the Australian National Travel Association.

## Some January Birthdays

**S**TN. MASTER W. Braddy, of Bright, and Goods Checker A. G. Fraser, of Geelong, on the first; Fencing Asst. A. G. Parkinson, of Flinders-st., on the third; Carpenter G. A. Masterton, of Spotswood, on the fifth; Ganger H. H. Patterson, of Hamilton, on the sixth; Asst. Chief Elec. Engineer C. G. H. McDonald on the seventh; Staff Board Member J. Fetherstonhaugh and Repr. W. R. Broughton, of East Camberwell, on the 8th; Asst. Estate Officer A. H. Rogerson, on the ninth; B'maker R. S. Davis, of Newport, on the 10th; Clerk C. L. Myers, of Traffic Beh., and Elec. Trn. Driver A. M. Lowerson, of Eltham, on the 11th; Road Transpt. Superv. C. G. Walker and Elec. Fitter F. C. Jacobsen, of Newport, on the 12th; B. & S. Insp. W. H. D'Ambrosio, of Seymour, on the 13th; Repr. W. G. Gladman, of Ballarat Nth., on the 14th; Ldg. Hd. Carpenter P. H. Box, of Flinders-st., on the 15th; Subn. Guard N. Hart, of Eastmalvern, on the 16th; Elec. Mech. J. F. Andrew, of Flinders-st., on the 17th; Repr. S. Mirabella, of Hastings, on the 19th; Sub-Freeman R. Densham, of Newport, on the 20th; Skld. Labr. A. H. Fox, of Ouyen, on the 21st; Gatekeeper T. M. McAuliffe, of Nth. Carlton, on the 22nd; Asst. Stn. Master J. A. Crack, of Reservoir, on the 23rd; Ganger G. S. Perry, of Bealiba, on the 25th; Carpenter R. Mitchell, of Ballarat, on the 26th; Spl. Guard M. A. Dean and Skld. Lab. P. J. Doyle, of Melb. Goods on the 27th; Publicity & Tourist Services Manager L. C. Bromilow, and Clerk J. Lyons, of W. & W. Staff Office, on the 28th; Elec. Trn. Driver G. Davey, on the 31st. —D.T.D.

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# The Victorian Railways NEWS LETTER

February, 1940

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## MR. N. C. HARRIS, CHAIRMAN OF COMMISSIONERS

### POPULAR SELECTION OF DISTINGUISHED RAILWAYMAN



ALL ranks of the service will be gratified by the appointment of Mr. Commissioner N. C. Harris to the position of Chairman of Commissioners in succession to Mr. H. W. Clapp. Possessed of wide and varied experience as Engineer and Administrator, the new Chairman has won not only the respect and admiration of railwaymen generally, but also the sincere affection of all who have had close personal association with him.

The son of Mr. C. J. Harris, the popular and energetic former Superintendent of Refreshment Services, Mr. N. C. Harris has the same tireless and tenacious qualities that contributed so largely to his father's successful career. He received his earlier education at Scotch College, Melbourne, where in his last year he was head prefect and dux of the school in science and mathematics. His brilliant scholastic career did not interfere with his keen interest in most branches of sport, for he also won his colours in athletics, rowing, football and cricket.

Engineering was always his fixed goal, and after leaving Scotch College he went to Canada to combine a graduate course at McGill University with an apprenticeship in the Canadian Pacific Railways. After graduating as Master of Science, he remained for a time a member of the technical staff of that great railway company, a position which enabled him to amass much valuable information, especially on rolling stock construction—a subject on which he was later to become an acknowledged authority.

#### Joins Victorian Railways

On his return to Australia in 1911, Mr. Harris accepted an engineering post with the Hydro-Electric Power Company of Tasmania. Railways, however, were in his blood, and within a year he was on the pay-roll of the Victorian Railways, first in the Way and Works Branch and soon—for his interest in and knowledge of rolling stock were already recognized—in the Rolling Stock Branch.

The Great War interrupted his railway work. He was in khaki for four

#### NEW CHAIRMAN'S MESSAGE TO STAFF

*I*N succeeding Mr. Clapp, I have a very full appreciation of the high standard which has been set for me. I realize it more acutely because at the present critical stage of our history, we are involved in a world situation which demands, as never before, the utmost use in our daily tasks of all our ability and energy.

*Our railway system has had to endure many hard knocks in recent years. I am none the less convinced that the understanding and support of the great majority of the citizens of the State are with us and will remain as a constant encouragement so long as we continue to do our best in whatever job comes to our hand.*

*No one realizes better than I do that railroading is a team job; and no one could be more appreciative of our splendid railway team and of the fine spirit that permeates the service.*

*I thank every one of you for your past assistance, and confidently rely upon your continued loyal co-operation in meeting the problems that lie ahead.*

N. C. HARRIS,  
Chairman.

years, returning from overseas active service with the rank of Major. (He has since been promoted to the rank of Lieut.-Colonel.) He also returned with other proud distinctions—of which, characteristically, he himself never speaks and rarely displays—the D.S.O. and M.C. Whilst abroad, he took the opportunity in Great Britain of furthering his knowledge of engineering and general railway practice.

The war over, Mr. Harris, back on the railway job, was soon to be Assistant Chief Mechanical Engineer, and upon the retirement of Chief Mechanical Engineer A. E. Smith six years later, he became the head of the Rolling Stock Branch. During his administration of the Branch, a re-organization of the Railway Workshops and notable improvements in locomotives contributed largely to the increased efficiency of the system generally.

#### Appointed Commissioner

The quality of his administration as Chief Mechanical Engineer was recognized by his appointment as Commissioner in succession to the late Mr. W. M. Shannon. In 1934, when Mr. Clapp was away in America and Europe for some months, he acted as Deputy Chairman of Commissioners, carrying out the additional duties with quiet but conspicuous efficiency.

Since the outbreak of war, he has played an active part, as Chairman of the Transport Sub-Committee of the State Emergency Council for Civil Defence, in drawing up emergency defence plans.

(Continued On Page 2)

## The Month's Topic

### CONTINUE THE GOOD WORK.

ELSEWHERE in this issue is heartening news of the record-breaking business registered in various sections of the Refreshment Services Branch. These results were indications of the greatly increased passenger traffic handled during the recent Christmas-New Year period.

Although it is to be expected that there will be augmented traffic at the principal holiday periods, there is no reason why, during the intervening months, the Department should not share to a much greater extent in the movements of the community, whether travelling for business or pleasure.

Railway travel provides exceptional opportunities for relaxation, including facilities for reading, writing, dining and sleeping. On country trains toilet facilities are available at all times and generally rail travel, especially on long distances, has a degree of comfort unapproached by any other form of land transport.

### Safety Assured

Rail travel comfort is greatly enhanced by the knowledge that safety is assured. Each railwayman connected with train operations is mentally and physically sound; vision and hearing must conform to the highest standards, and regular examinations ensure that the standard is maintained. Safeworking equipment and practice are also of the highest order.

Compared with only a few years ago, the train services provide greatly accelerated travel. Fares for both country and suburban travel are on a most attractive scale.

\* \* \*

In brief, there are compelling reasons why our passenger revenue should be on the upward trend. Continuous publicity is directed towards stimulating travel, and railwaymen can supplement this propaganda by becoming active salesmen for the great national system employing them.

Remember: the greater the revenue the better it is for us all, as a healthy financial position will enable many improvements to be effected.

## BULK WHEAT TRANSPORT BEGINS

### New Scheme Promises Well

FOR the first time, bulk wheat has been handled in Victoria on a large scale. Since the official opening of the scheme at Lascelles on November 30, more than 2,700,000 bushels have been carried by rail in special wheat-proofed trucks to the huge terminal elevator at North Geelong and to elevators at various country and metropolitan flour mills. (Since the season began, nearly 11,000,000 bushels of bagged and bulk wheat have been transported by rail.)

For the carriage of the bulk wheat, 1,255 trucks of the "GZ," "G" and "GY" types are available. In addition, ordinary goods trucks, with canvas aprons across the doors, can be used, if required.

The trucks are loaded at the rate of three to four per hour at the country elevators, and each truck can be discharged in from nine to ten minutes at the terminal elevator.

Tarpaulins are used for the protection of both empty and loaded wheat-proofed trucks their use on the former being necessary to ensure that the trucks arrive at the loading point in a clean and dry condition.

(Continued From Page 1.)

### Always A Good Soldier

Despite the fact that the positions he has occupied have been strenuous and exacting, Mr. Harris has found or made time to take a deep interest in deserving social causes. He is Vice-President of the Melbourne Legacy Club, and only those who know him very well indeed are aware of the amount of time and unselfish work which he has been prepared to devote to improving the conditions of the less fortunate dependants of soldiers who were his comrades overseas.

Personal characteristics of this kind account for the warm-hearted greeting accorded him whenever he is able to be present—as he contrives to be as often as his many duties permit—at any gathering of his returned soldier comrades.

If the willing and helpful co-operation of all railwaymen and the good wishes of those who know him count for anything, Mr. Harris can be assured of complete success in his important post.

### OVER 100,000 PATRONS OF V.R. NURSERY

ANOTHER milestone in the history of the Railways Nursery was passed last month when the aggregate attendance of children since the opening in June 1933, reached the 100,000-mark.

The most gratifying feature of this result was the steady increase in patronage ranging from 8,700 children in the first year to 26,500 in the year just concluded.

In the week December 18-23 last, the weekly attendance of 1,120 passed the previous record of 933 created in the corresponding week of 1938. The highest number in one day was registered on December 15 last when 279 children were in the Nursery in the course of the day.

While the Nursery was closed for 10 months during the infantile paralysis outbreak, it was completely modernized and enlarged. Nothing that would preserve the highest hygienic standards was overlooked.

The objective was to win the mothers' confidence and the development of a feeling of composure in the children . . . in brief, an assurance to the mother that, while she was enjoying a carefree day in the city, her child would be happy and contented in the expert hands of the Nursery staff.

### HOSTESS FOR THE CHALET, MT. BUFFALO.

LONG noted for the quality and variety of the entertainment available for holiday-makers, The Chalet at Mt. Buffalo National Park has now on its staff a Hostess whose duties will undoubtedly make the social life even more congenial and pleasurable than before.



Miss Olive Norman, of the Victorian Government Tourist Bureau staff, has been chosen to inaugurate the service. After a few weeks' experience Miss Norman will return to her former position in control of the hotel and guest-house accommodation booking service at the Bureau. Steps may be taken to place the arrangement on a more permanent footing at busy times.

Miss Norman has travelled extensively throughout Australia, on several occasions accompanying prominent overseas visitors. For six years, she was the Sports Mistress at a leading Girls' School in Melbourne.

A competent public speaker, Miss Norman has also had considerable stage experience. She produced a number of plays at The Garrick and Comedy Theatres, Melbourne.

Miss Norman's personality and general attainments make her eminently fitted for the position of Hostess at The Chalet.

# REFRESHMENT SERVICES' GREAT XMAS RECORD

## 1885 Dozen Pies Consumed In One Week

THE record-breaking traffic during the Christmas-New Year holidays is reflected in the heavier patronage of various activities of the Refreshment Services Branch. On the "Spirit of Progress" dining car, the revenue for dinner on December 23, and for breakfast on the following day, was a record. The number of dinners and breakfasts served on these two days was the highest ever recorded and the aggregate of 7,297 meals for the four weeks ending January 6 was a new peak on this line.

Over the same four-week period, the revenue for the dining car attached to "The Overland" between Melbourne and Ararat was the heaviest since the reintroduction of the service in July 1935.

There was also greater demand for refreshments on the air-conditioned buffet cars. On the Albury buffet car, the revenue for the four weeks ending January 6 was nearly £250 more than in any similar period. The buffet car on the Horsham line reached a new top—actually £80 more than the previous best. On the Warrnambool line buffet car, the previous highest revenue over a month was exceeded by £85.

### Meat Pie Very Popular

The meat pie, one of the products of the Railways bakery, demonstrated its popularity in further record-breaking figures. The full issue over the four weeks was 4,768 dozen, the largest number produced since the opening of the bakery 20 years ago. During the week ending December 23, 1,885 dozen were issued—a daily average of 314 dozen.

At The Chalet, Mt. Buffalo National Park, there was a daily average of 119 guests in residence over the period referred to. This result, which showed a substantial increase compared with the corresponding period last year, was considerably influenced by the reduced rates for an 8-day tour which were available during the first half of December.

### This Is Service!

"DEAR Sir: I am writing to thank the whole of the railway staff. During our 1939 hatching season, I consigned over £5,000 worth of baby chicks and in not one single instance did I receive a complaint from any customer although I guarantee 100 per cent. live delivery at the destination station. Seeing my chickens were despatched on all lines, the best of care and attention must have been paid everywhere, but from the numerous occasions in which I made daily contact with the staff at Coburg and Spencer Street, I wish specially to thank them for their courteous and obliging service."

Yours truly,

Wm. McFarlane (Manager).

—Writing to the Commissioners from the La Pollastre Mammoth Hatchery and Poultry Farm, 233 O'Heas Street, Pascoe Vale South.

In passing on this tribute for publication in the "News Letter," the Commissioners stressed the great pleasure they had derived from Mr. McFarlane's letter. In thanking Mr. McFarlane, the Commissioners said that his commendation would prove an inspiration to other railwaymen to emulate such outstanding service.

As can be imagined, the instructions for transporting such delicate consignments as day-old chicks provide for the utmost care in handling. Quick transport is, of course, of paramount importance. While awaiting despatch and transfer to other trains and at destination stations, the chicks must be protected from the sun and any sudden changes of weather.

When loaded into the vans, they must be placed in positions free from draughts yet providing ample ventilation.

## V.R. RAILWAYMEN BACK FROM ENGLAND

PROUD of being among the first Victorian railwaymen selected for overseas training in aircraft construction, Messrs. R. J. Murray (Sub-Foreman Turner), H. C. McAllister and J. Addison (Fitters) returned to the Newport Workshops last month. They were part of a group of railwaymen from Victoria and other States who underwent three months' training at Bristol, England.

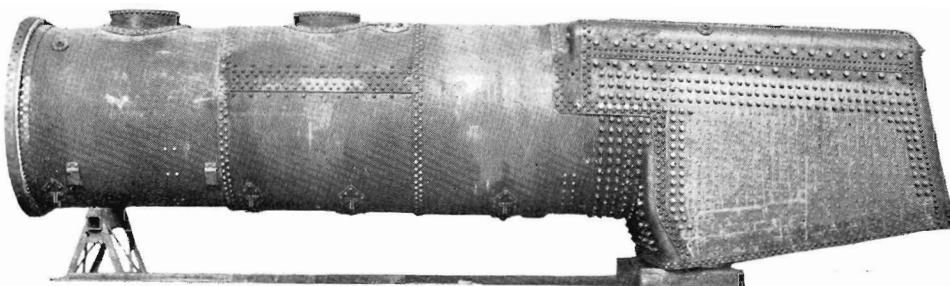
Interviewed by the "News Letter" Mr. Murray said he was optimistic that the experience he and the others had gained abroad would be an invaluable contribution towards the successful construction of Bristol Beaufort aircraft in Australia.

The knowledge gained in this complicated work was largely due to the facilities which have been made available to them in England. He was full of admiration for the craftsmanship of his British contemporaries and for the manner in which the mass production of bombing planes was planned and executed.

When the war began, Mr. Murray and his colleagues were in the vicinity of Gibraltar. They reached England on September 2 and commenced work within 48 hours. At week-ends they took every chance of touring, and they returned to Australia with the impression that England, even under wartime conditions, "was a very beautiful country."

"Although so close to the war scene," he said, "the British people were remarkably calm—and confident of the outcome. On the Home front there has been extraordinary activity in preparing against air raids. It was astonishing to see the response for home service by women. It was one of my most vivid impressions."

## AUSTRALIA'S LARGEST BOILER FOR GIANT "H" LOCOMOTIVE



Pictured here is a notable constructional work carried out at the Newport Workshops—the largest boiler yet built for any Australian locomotive. It is intended for the giant "H" class locomotive. The maximum outside diameter is 7 feet 3 inches, and the overall length (including the smoke box which is not shown) will be nearly 45 feet. The weight is estimated at 33 tons. The steel firebox has a grate area of 68 sq. feet. It is 10 feet 10 inches long and 7 feet 10 inches wide.

# MORE V.R. ENLISTMENTS FOR WAR SERVICE

## Stores Branch Social Great Success

"THIS is the first social we have had in the Stores Branch . . . it has been a wonderful success . . . make it merely the forerunner of an annual event," said Mr. L. C. Stewart (Acting Comptroller of Stores) who presided at the function attended in Melbourne recently by over 100 members of the Branch. As a "get-together" social it ranked with the most successful held by the different sections of the service.

It was notable for the presence besides Mr. Stewart and Mr. H. S. Sergeant (Comptroller of Stores at present on loan to the Commonwealth Government) of two former Stores Chiefs—Messrs. C. W. J. Coleman and W. D. Morgan, who retired in 1933 and 1935 respectively.

Both veterans were obviously delighted at the thoughtful invitations to be present and their speeches in a reminiscent vein were among the highlights of the evening.

Mr. Coleman mentioned that he was in charge of the Stores Branch during the Great War of 1914-18 when problems of purchases of stores and materials bristled with complexities. "We had, perhaps, the most exacting period in the history of the Branch," he said.

"However, we 'got through,' and today when the Stores Branch is facing similar problems, I have no doubt that the spirit of teamwork will be such as to lighten the burdens the Commissioners are carrying."

## FEBRUARY BIRTHDAYS

REPR. P. P. Slaven, of Wahgunyah, on the first; Goods Checker R. L. Bartlett, of Geelong, on the second; Upholsterer H. Opie, of Jolimont, and Asst. Engr. J. R. Hoard, on the third; Clerk R. J. Meehan, of H.O., on the fourth; Ganger T. C. Hutchins, of Dookie, on the fifth; Armature Winder H. E. Hambley, of Jolimont, and Asst. Stn. Mster. G. A. Lean, of C'wood, on the sixth; Fr. J. A. Elliott, of Flinders St., on the seventh; F. & T. A. H. Drakeford, of Newport, and Driver J. Rush, of Nth. Melb., on the eighth; Stn. Mster. E. T. Lang, of Sth. Yarra, on the ninth; Dist. Engr. H. C. Thomas, of Nth. Melb. on the 12th; Shed Porter W. E. Dell, on the 13th; Goods Gd. V. C. Absalom, of Warragul, on the 14th; C. & W. Bldr. A. N. Dowling, of Nth. Melb., and Repr. J. J. Irwin, of Nilma, on the 15th; Gasman A. O'Rourke, of Trn. Lights, Depot, and Clerk R. Anderson, of Swan Hill, on the 16th; Lampmaker W. T. Jealous, of Sporswood, on the 17th; Ganger J. H. Green, of Birregurra, on the 18th; Stn. Mster. C. R. Whitelaw, of Mornington, and Labr. J. S. Harper, of Jolimont, on the 19th; G.P. & F. Agt. J. McClelland, Way & Works Chief Clerk W. H. Swaney, and Ganger C. H. Salt, of Hawkesdale, on the 20th; Ganger L. A. Perry, of Serviceton, on the 21st; Stn. Mster. C. J. Lawler, on the 22nd; Battery Operator P. Wilson, of Ballarat, on the 23rd; Rdmster. A. L. Abbott, of Flinders St., and F. & T. W. J. Drysdale, of Newport, on the 24th; Carpr. D. M. Incoll, of Geelong, on the 25th; Commr. Canny's Clerk W. A. Enderby, on the 26th; Subn. Gd. J. S. Banfield, of Flinders St., on the 27th; Chief Elec. Engr. H. P. Colwell, and Clerk A. L. Spalding, of Box Hill, on the 28th; and Clerk H. J. Emmerson, of W. & W. Staff Office, on the 29th. —D.T.D.

ONE of the most highly appreciated features of the "News Letter" was the publication in last month's "News Letter" of the names of Victorian railwaymen who had enlisted with the 2nd A.I.F.

This month, our colleagues who are engaged with the Naval and Air Forces in war zones are published, together with additions to the 2nd A.I.F.

### Naval Forces

LAD Labr. A. A. Allison; Chainman A. L. Arthur; Engine Cleaner D. L. Ashford; Shift Elec. J. R. Buss; Appee. F. & Turner O. J. Barrett; Clerk S. V. Board; Appee. C. & W. Blder. E. J. Bevans; Lad Labrs. G. J. Bayley, H. K. Borradaile, R. L. Burns and W. A. Butler; Elec. Fitter W. L. Black; Labr. L. M. Brown; Telegraphist P. L. Clancy; Motor. Lorry Dvr. A. E. Crosby; Shift Elec. C. A. Cheyne; Appee. Sailmaker M. H. Cripps; Porters J. V. Carey and J. A. Collins; Asst. Stn. Master L. Clarke; Lad Labr. G. J. Cox; Labr. R. Duncan; F. & Turner W. J. Davidson; Appee. C. & W. Blder. C. R. Donaldson; No. Taker K. J. Dean; Lad Porters W. N. England and W. J. English.

Lad Labr. K. H. Frawley; Appee. F. & Turners H. A. Garrow and D. L. Gay; Labr. E. C. Ger-

OVER 160 Victorian railwaymen have the honour of serving with the 2nd A.I.F. and the Naval and Air Forces, and while they are on active service it is hoped that the "News Letter" will be the medium for recording any events associated with the men.

To that end, the Commissioners invite the relations and friends of the railwaymen concerned to keep the "News Letter" informed of any happenings likely to be suitable for publication.

Promotions, exploits that win recognition and any other news affecting the lives of the men will be appropriate. Items of general interest will probably be found in letters from the men.

Send your contributions to The Editor, The "News Letter," c/o Publicity and Tourist Services, Railway Offices, Spencer Street, Melbourne.

ring; Fitter C. Gliddon; Lad Porter S. H. Goldsmith; Appee. Elec. Fitter K. L. Gillespie; Appee. B'smith L. R. Hoffman; Labr. H. B. Holroyd; Lad Labr. A. A. Harding; Motor Lorry Dvr. C. H. Herrod; Labr. W. J. Johnson; Lad Labr. J. Johnstone; Labr. W. A. Jacobson; Car Cleaner L. A. Keay; Appee. Painter N. Knox; Striker W. T. Kennedy; Lad Labrs. W. J. Longmuir; A. T. Ladlow and C. W. Luxford; Appee. F. & Turner R. C. Legg.

Labrs. R. J. Munday and J. W. Mason; Appee. C. & W. Blder. K. F. Millar; Appee. C. & W. Blder. E. A. Mills; Appee. F. & Turner L. Morrison; Lad Labr. B. J. Mulraney; Appee. B'maker G. T. Moss; Labr. A. H. Moore; Appee. Wood Machinst K. P. Meekcoms; Lad Labrs. A. Moxey, A. N. McKelvie and J. McManus; Caster M. Noy; Foreman's Office Asst. C. A. Ness; Labr. H. O'Brien; Clerk W. E. Peters; C. & W. Blder. F. S. Preacher;

Labr. L. A. Pryde; No. Taker J. R. Potter; Elec. Fitter C. A. Pittman; Appee. Carpenter W. L. Pagan; Labr. J. D. Rampling; Appee. B'maker K. A. Rigby; Appee. C. & W. Blder. D. J. Ross; Lad Labrs. B. Rofe and R. E. Richards; Elec. Fitter J. E. Reynolds.

Appee. B'maker C. J. Smith; Appee. F. & Turner W. T. Stone; Labr. S. K. Scarlett; Lad Labrs. T. G. Sparks and L. H. Sutton; Jnr. Clerk T. W. Smith; Elec. W. L. Taylor; Labr. W. E. Taylor; Welder G. S. Thatcher; Appee. F. & Turner R. I. White; Porter R. F. Whitton.

### Air Force

ENGINE Cleaner T. A. Abbott; Labr. W. J. Dick; Porter G. W. Davey; Draughtsman G. Dunlop; Elec. Fitter F. Florimell; Engine Cleaner P. D. Hinds; Clerk N. W. Heathcote; Elec. Mechanic P. T. Jeffery; Clerk J. M. Logan; Clerk S. McIntyre; Appee. Elec. Fitter H. Osborne; C. & W. Blder. A. Ride; Labr. J. V. White; Clerk K. O. Woodward; Labr. F. A. Walker.

### 2nd A.I.F.

REPR. E. R. Crisp; Elec. Mechanic C. T. Dorgan; Porter C. G. Hinch; Repr. M. J. Hoskins; Lad Porter M. B. Jenkins; Cas. Labr. L. Monohan; Clerk L. J. Murphy; Clerk W. J. McPherson; Messgr. G. J. Quirk; Cas. Labr. A. H. Sanson; Waybilling Porter J. F. Ward; Lad Labr. E. Young.

## BRILLIANT

KEITH HILL, Apprentice Plumber, on the Inspector of Ironworks staff at North Melbourne, is being hailed "as the most brilliant plumbing apprentice in the Department for many years." He has just finished his fourth year at the Melbourne Technical College, being successful in passing the examinations set by the Sanitary Plumbers' Examiners' Board. This was Keith's first attempt, and in passing he was responsible for an achievement which very few have done before. He is only 19 years of age and, according to his College instructor, possesses an outstanding knowledge of plumbing both in theory and practice. Keith's success can be largely attributed to an indomitable will to master a subject surprising in its scope and intricacy. His triumph should prove an inspiration to the other lads in the service who are apprenticed to the plumbing trade. —C.C.

## Pivot Identity Retires

WEST of Geelong—right through to Port Fairy—there was no better known, no more respected railwayman than Mr. P. J. Horan (Special Class Locomotive Driver). He retired on January 1, which was his birthday, after 42 years of splendid service. For 29 years he has been a driver, most of that period being on the Geelong-Port Fairy run. Mr. Horan was a good driver, and he has an affection for locomotives which found expression in his main hobby. He built a working model of an old "D" type and, but for the war increasing material costs, he would have continued with the building of a model of an improved "A2" type. Still he will not be entirely idle for he is an enthusiastic community singer. For the last seven years he has been President of a Geelong Community Singing Society. —D.M.

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



# The Victorian Railways NEWS LETTER

March, 1940

Issue No. 115

## MR. E. C. EYERS IS NOW ACTING COMMISSIONER



Mr. CANNY

**D**URING the absence of Mr. N. C. Harris (Chairman of Commissioners) on leave from February 12, the Department's operations are being administered by Mr. M. J. Canny (Commissioner) and Mr. E. C. Eyers (Acting Commissioner).

Since the outbreak of war in September last, Mr. Harris has experienced an abnormally exacting period directing numerous activities designed to place the railway system on a wartime basis. In that task, his combined railway and military knowledge has been of the highest significance.

All railwaymen will wish that our new Chairman will derive the utmost benefit from his vacation, and that he will return refreshed and invigorated to guide the Department through the most critical period in its history.

### Mr. Canny's Varied Career In Brief

Before appointment as Commissioner in 1934, Mr. Canny had been General Superintendent of Transportation for 10 years. He had been closely associated with the administration of the Department for many years, being Secretary to various Commissioners, including Sir Thomas Tait. In 1920, Mr. Canny visited the United States of America on behalf of the Department.

Mr. Eyers has been Secretary for Railways for the record-breaking term of 17 years. While in the Transportation Branch Staff Office in 1906, he was selected as personal clerk to the late Mr. L. J. McClelland, then Secretary for Railways and afterwards Commissioner. In 1917, Mr. Eyers was appointed to take charge of the Secretary's Branch Staff Office. When the Staff Board was created four years later he was appointed Chairman of that Board.



Mr. EYERS

### FIRST-AID

## INTERSTATE EVENTS WILL BE HELD

**R**AILWAYMEN throughout the State will be glad to learn that the Interstate Railways Ambulance Competitions will be held about November of this year, probably in Sydney.

Immediately after the outbreak of the war last year, the various Australian railway systems agreed to postpone the Competitions indefinitely.

Reconsideration of the matter has emphasized the national, as well as Departmental, importance of the Competitions, and for those reasons it is confidently expected that the present year will witness greater interest than ever in the movement.

By actively—and consistently—becoming associated with first aid, railwaymen have the satisfaction of knowing they are fitting themselves to perform invaluable work in a sudden national emergency. A knowledge of first aid is an assurance that, in a matter of life or death, one can act swiftly and effectively.

## PUBLICITY TO HELP SALE OF APPLES

**O**WING to a lack of overseas shipping space caused by wartime conditions, there is a substantial surplus of apples available for sale within Australia.

To assist in the disposal of the apples, the Department is now closely co-operating with a Governmental Committee.

An extensive publicity campaign, designed to stimulate the consumption of the fruit, is being put into operation.

One thousand posters are being prepared for display on railway stations, and 50,000 copies of a handbill are being printed for widespread distribution. Neon signs on the Flinders Street station will also be used.

Stationmasters throughout the State have been authorized to seek orders for single cases or more, and all railwaymen are invited to lend every possible assistance in this national work of assisting an important primary industry.

## Ex-V.R. Man Is Palestine Rail Chief

**O**F all the people in the Suez Canal zone when the 2nd A.I.F. arrived there last month it is safe to say that no one felt a greater thrill than an ex-Victorian railwayman and original member of the A.I.F. He is Lieut.-Colonel G. M. Campigli, who is now the Assistant General Manager of the Palestine Government Railways. His brothers, Messrs. D. H. and F. L. Campigli, are located at Spencer Street and Bendigo respectively.

Lieut.-Colonel Campigli is now 50 years of age. He had been seven years as a clerk at various Victorian Railway stations when he enlisted with the A.I.F. in 1914. In 1919, he re-organized the Palestine military railways on a commercial basis.

The railways under his control consist of the Kantara-Rafa line (extending from the Suez Canal to the

Egyptian frontier); the Rafa-Haifa line, with a branch to Jerusalem; and the Hedjaz line in Palestine and Trans Jordan.

Messages announcing the arrival of the 2nd A.I.F. mentioned that the soldiers disembarked into trains, but few, if any, of them realised that an original "Digger," and a Victorian at that, was the man largely responsible for their safe rail transport.

Modern features of the Palestine railways include a train control system; workshops (costing £300,000) at Haifa; steel (instead of timber) sleepers, a replacement job that cost over £100,000; and passenger locomotives with a maximum permissible speed of 50 m.p.h.

Train time-tables, rules and regulations, and other official publications are printed in three languages—English, Hebrew and Arabic. Nearly 30 different nationalities are on the staff.

## LIBERAL AWARDS ARE PAID FOR IDEAS ADOPTED BY

## The Month's Topic

### HOW DEPARTMENT HELPS FRUITGROWERS

**C**O-OPERATION by the Department in the disposal of surplus apples is a reminder of the valued assistance which the Victorian Railways have rendered to all sections of the fruit industry during the past two decades.

It is obvious that the prosperity of the primary producers and the welfare of the Department are synonymous—which is the basic reason why the Victorian Railways have been so active in assisting the fruit industry. This assistance is rendered both in precept and practice. Widespread publicity campaigns have been supplemented by the sales of fruit and fruit juice at railway fruit stalls and in refreshment rooms, dining cars and buffet cars. In addition, fruit is liberally used in recipes prepared by Departmental chefs.

In its publicity work, the Department has co-operated with various fruit-growers' associations and public bodies, including the State Rivers and Water Supply Commission, the Department of Agriculture, the Victorian Dried Fruits Board, and the Victorian Central Citrus Association.

#### Disposing Of Gluts

It is worth recalling that as early as 1924, the Department helped materially in disposing of a pear glut in Victoria. Again the railways played a big part in the success of Melbourne's first peach week in 1926. The beginning of 1928 again saw the prospect of an over-supply of peaches. The result was another peach week, which developed into a peach fortnight and was successfully carried through.

Three years later, the Apple Campaign Committee had the assistance of valued railway publicity in disposing of a surplus apple crop.

The Department has also made history in stimulating the consumption of citrus fruits. For some years the Department has been the citrus-growers' largest retail customer. Perhaps the biggest single factor in the success of the Department's efforts in this direction has been the introduction of the "Sunkist" fruit juice extractors.

That the "Eat More Fruit" activities of the Victorian Railways have materially aided the fruit industry is freely acknowledged. At the same time considerable benefit has accrued to the Department itself.

## Mt. Buffalo Has "Conquered" Norman Banks

**O**F the many tributes to Mt. Buffalo National Park, more than usual interest attaches to what Mr. Norman Banks, 3KZ's well-known personality, has to say. He has just returned from a holiday at the National Park—and he confesses he has been "completely conquered."

Having broadcast in the Victorian Government Tourist Bureau sessions at 3KZ, he was intrigued by the "copy" lauding the attractions of Mt. Buffalo. So he decided to "see things" for himself.

Mr. Banks, who has been twice overseas, has very kindly sent the following to the "News Letter":—

"Up to several weeks ago, I had imagined the National Park's chief features to be snow sports and scenery. I had never dreamt that since The Chalet was built some people had been going there every summer.

"I did not realize that the multiplicity of panoramas—even from The Chalet verandah—compare favourably with any elsewhere in the world. Not until I went across to Bent's Look-out and observed the sheer precipice of rock and the range of mountains did I appreciate the grandeur of Victoria's mountain scenery.

#### "Poisonous" City Air

"Other features which immensely impressed me were the gay plumage of birds; the fantastic flowers; swimming in Lake Catani; the sports tournaments; the midnight hike to The Horn (5,645 feet) and so on.

"Before I departed from the 'poisonous' air of the city I was a food pecker. I left Buffalo with the reputation of being a gourmand! I cannot speak too highly of The Chalet's meals, efficient management and general services.

"Lawyers, doctors, commercial magnates, graziers, etc., rave about the glories of Buffalo and what it has done for them.

"I CAN MERELY SAY THAT AS A RESULT OF AN ALL TOO SHORT VACATION THERE I FEEL REBORN!"

## SUNDAY MORNING TRAIN SERVICE CRITIC ANSWERED

**S**AYING that it was "a rude reminder of the weaknesses in Melbourne's transport system," a Melbourne daily newspaper recently deplored the paucity of the Sunday morning suburban train services. Nothing was said, of course, about Melbourne, with a population of over 1,000,000, being without a newspaper on Sundays . . .

It may perhaps appease our critic if he is told that up till just beyond mid-day on Sundays there are 164 suburban trains scheduled to and from Melbourne. On special occasions, including holiday periods, the train services are augmented according to requirements.

#### Carefully Planned

With two exceptions, every suburban line has five (many, six) trains to and from Melbourne. These services are the result of careful planning to provide for the convenience of passengers making inter-suburban travel, including the seaside and the nearer hill resorts.

The first group of trains reaches Melbourne between 8.30 a.m. and 8.45 a.m. Under this arrangement, people living as far distant as Frankston and Dandenong can connect with the first of the Sunday excursion trains leaving Melbourne in the vicinity of 9 a.m. for Ballarat, Bendigo, Geelong and other country centres.

In 1936, when the first Sunday suburban trains were scheduled to leave 20 minutes earlier than before, the country excursion trains were similarly altered, thus permitting passengers to prolong their stay in country centres.

## THIS IS NOT AN APPEAL FOR MONEY!

**R**ECENT reports show that 13 per cent. of Victorian children are under-nourished—a deplorable state of affairs which can be alleviated without expense to you!

In order to help these needy children, the Free Kindergarten Union of Victoria has started a special drive to accumulate waste products for subsequent sale. From the proceeds, the Union assists the children. The Union can find a market for waste products, such as:—

**Brass, lead, tooth paste tubes, duplicating ink tubes, photographic film covers, lead tops from wine or spirit bottles, lead or tinfoil wrappings (such as tea, cigarette and lolly wrappers) . . .**

Don't throw away any of these products . . . put them on one side, and dispose of them in one of the following ways:—

- (1) Leave them in the YELLOW BOXES prominently situated at Metropolitan and suburban railway stations;
- (2) If not convenient to leave them there, suburban residents may telephone Mr. H. J. Hodgins, Publicity and Tourist Services, Railway Offices, Spencer Street, Melbourne (MY210, extension 1034), and he will gladly arrange for the material to be collected from your home address at suitable intervals;
- (3) If a country resident, regularly make up parcels and despatch them from any railway station addressed "The Free Kindergarten Union of Victoria, Madden Grove, Kew, E4." THERE IS NO FREIGHT TO PAY ON SUCH PACKAGES.

THE BETTERMENT & SUGGESTIONS BOARD . . . SO

# Railways Part In Wartime

## MILITARY VALUE STRIKINGLY SHOWN

**N**O modern war can be undertaken without the aid of a fully functioning railway system. For the movements of large bodies of troops, for the rapid transport of artillery, munitions and supplies, the train has proved its indispensability again and again. In Australia, the value of railways is being revealed day by day.

Despite the fact that these railways were primarily constructed for developmental reasons and without any potential military purpose, the various railway systems of the continent are proving of great military assistance. They are working in the closest co-operation with the Defence Department.

**T**HIS is particularly the case in Victoria, where the railways are not only providing rapid and often emergency transport at the shortest notice, but are also assisting in the production of machine-gun carriers, marquees, tents and other military needs.

Preparations have been made for the construction of sections of Bristol-Beaufort general purpose aircraft to be commenced shortly under the expert direction of aircraft and railway engineers.

Since the beginning of the war, the Victorian Railways have provided transport for many thousands of troops.

Although major troop movements have been sometimes required on days when the public demand for traffic has also been exceptional, the railways have never failed to produce the number of special trains required.

For example, on Cup Day when among the responsibilities of the Railways was the transport of crowds of picnickers and holidaymakers to the hills and seaside, and of 50,000 racegoers to Flemington in the space of two hours, 4,500 soldiers were swiftly evacuated from camps in the Seymour district. Ten special trains, some of them composed of 12 cars, with accommodation for 800 men, were assembled for this military job at a time when traffic generally was exceptionally heavy.

A more significant achievement was during the week December 18 to 23. In addition to the abnormal seasonal traffic offering in passengers and goods, the movement of troops was without parallel in the railway's experience.

During the week three military concentrations, including two Light Horse Regiments, broke camp and were carried to various destinations throughout the State.

Also 5,000 men in the Puckapunyal camp were given Christmas leave and on one day travelled in 10 special trains to various parts of the State. In addition, there was special transport for a large body of naval ratings proceeding on their Christmas leave.

To handle this unusually heavy traffic, the railways had to "rob" their suburban service of 110 cars and harness them to steam locomotives—a feat of transport in itself demanding expert organization in the passenger yards.

In the week commencing January 22, the railways carried over 20,000 troops. One of the highlights of this performance was the transport and return of 5,000 men of the 6th Division for the great march through Melbourne on Wednesday, January 24.

(TO BE CONTINUED IN THE NEXT ISSUE)

# 500 Troops Fed In Five Minutes!

**"B**OY, this is a meat pie and a half! And, gosh, is it hot? It must be straight from the oven." That remark by a big sun-tanned militiaman as he delightedly attacked the pie on the Spencer Street station recently summed up the reactions of the battalion.

He was one of 500 young men returning to the country after training at Mt. Martha. The special train was scheduled to pass through Spencer Street close to mid-day meal time. And the meal was served in less than five minutes.

The serving of that meal was an object lesson in organization. Too numerous, of course, to be served in the station dining room in the limited time available, the men were provided by the Refreshment Services Branch with a buffet meal on Nos. 7 and 8 platforms. On one trestle, were brown paper bags (with sandwiches and fruit); on a second, meat pies with sauce; and on a third, cups of tea.

## Girls' Part

There were three series of these tables, and on alighting from the train the troops in three sections marched in single file past the trestles from which Refreshment Services girls handed each man his bag, pie and tea. No confusion . . . no noise . . . just the result one would expect from the careful co-ordinated planning of the Railway and Defence authorities.

But that hot pie "just out of the oven." How was it done, especially as the pies were on the wind-swept platform before the train arrived? The running of the train was reported step by step to Central Train Control, and when it left Caulfield, Control flashed word to the Dining Car Depot, West Melbourne.

Immediately the steaming-hot pies were taken from the ovens: loaded on to motors, and a few minutes before the special train reached Spencer Street the pies were placed on the trestles, delectably ready for the men.

Incidentally, the tea was at the correct temperature, too. When it was made, it was placed in the specially-insulated containers the Department uses for fog-signalmen. Tests have shown the tea retains its warmth for more than an hour.

Since the war began, more than 10,000 troops have been fed in this expertly-planned way.

## STILL NEED FOR CAUTION

**T**he attention of every member of the staff is specially directed to the necessity for preserving secrecy upon any official action or event connected in any way with the war situation, including any movement of armed forces and military supplies or precautionary measures of any kind.

It is highly important that we of the railway service should not be parties to leakage of information which may be of value to enemy intelligence.

# One-Class Rail Travel Not Justified Here

**W**ITH the recent introduction of one-class travel on the Sydney suburban trains, a similar move in Victoria has been advocated by several newspaper correspondents.

There is, however, a considerable difference between the conditions of suburban train travel in Sydney and Melbourne. Due possibly to the fact that suburban fares are generally on a higher scale and the differential between first and second-class is greater in New South Wales than in Victoria, the percentage of first-class travel in the Sydney metropolitan area

has steadily fallen to the point where it is little more than three per cent. of the total traffic.

In Melbourne, the percentages are approximately 33 per cent. first-class and 66 per cent. second-class. It will be seen that there is a definite public demand for the superior class of travel in this State.

Remembering further that the abolition of suburban first-class fares in Victoria would result in a revenue loss of approximately £150,000 per annum, it is obvious that the Commissioners would not be justified in introducing one-class suburban rail travel in Melbourne.

WHY NOT SHARE IN THIS MONEY? . . . YOU CAN

## Tell The "News Letter" About Your Colleagues Who Are On Active Service

**N**OW that the 2nd A.I.F. has arrived in Palestine, relatives and friends of the Victorian Railwaymen in that contingent are again invited to keep "The News Letter" abreast of any happenings concerning these men. Promotions, deeds that win recognition and any other items affecting the lives of our colleagues on active service, whether with the 2nd A.I.F., Air Force or Navy, will be considered for publication in "The News Letter." Wherever possible photographs will also be published.

Since our last issue, 18 more Victorian Railwaymen have joined the fighting forces, the names being as follows:—

### 2nd A.I.F.

Lad Labr. A. R. Burnett; Labr. C. S. Bunting; Cas. Labr. T. H. Gallien; Engineer W. J. Hill; Cas Labr. A. Malley; Messgr. M. B. McLeod; Porter A. L. Prior; Labrs. E. Thomson and J. J. Troy.

### AIR FORCE

Labr. R. L. Baker; Lad Porter J. A. Bannister; Jnr. Clerk J. Commons; Optg. Porter W. J. Luke; Labr. A. J. Shaw; and Cas. Labr. C. R. Thompson.

### NAVY

Labrs. M. J. O'Brien and J. W. Roberts  
Optg. Porter H. A. Tyson.

Incidentally, the "News Letter" takes the liberty of suggesting that members of the railway service should cultivate the habit of writing regularly to their colleagues on active service. Under the stress of war conditions, cheery "newsy" letters from the homeland will be assured of a warm welcome by the recipients.

### Athletic All-Rounder

**A DETERMINATION** to excel in gymnastics and athletics resulted in Alan Tanner gaining the title of Champion all-round athlete of the V.R.I. Gymnasium in the annual "Games" of 1939. A son of Mr. J. Tanner, Typewriter Mechanic, Alan joined the Physical Culture Class in 1934. His keen interest in skipping was rewarded by selection in the team of 10 who, in April 1935, beat the world's record relay figures for one hour's continuous skipping. Competing in the 1935 Gymnasium Games, he won the jumping division and has retained the title of Champion all-round jumper each year. In the recent contests he won 20 out of 26 events, including an outstanding performance to better by one inch the club record of 4 feet 4½ inches for the standing high jump. The record was held by Fred. Woodhouse, the International Pole Vaulter. Alan is ever ready to help the younger members of the Gymnasium. —G.C.

## DIMBOOLA'S NEW INSTITUTE ROOMS

**B**EHIND the news that a new building was recently erected and opened for the Dimboola Sub-branch of the Victorian Railways Institute lies yet another story of that keen, enthusiastic work which distinguishes the achievements of the Institute in country areas.

Started about four years ago and accelerated during the past two years, the effort to provide increased Institute facilities at Dimboola was the result of unremitting drives for funds by local railwaymen, with whom the ladies' committee co-operated in magnificent fashion.

### Great Workers

It is generally agreed that much of the credit for the completion of the new building can be awarded to Mr. H. Smith (President of the local Branch) and his hard-working Secretary, Mr. W. Suter.

Mr. D. Cameron (Acting Secretary for Railways) represented the Commissioners at the official opening and the subsequent social. In opening the building, Mr. Cameron mentioned that railwaymen from Melbourne, Maryborough, Ararat, Stawell and other country centres were present at a gathering which was one of the largest of its kind yet held.

Union representatives and local Shire Councillors all extolled the advantages of the Institute to an appreciative audience of 200 railwaymen and their friends.

### Keeping Together

**R**ECENTLY Newton Chandler and Dick Mullaly almost simultaneously announced their resignations as Secretary of the Carlton and South Melbourne football clubs respectively. It was only one of several coincidences that these two leading football executives should recede from the sporting spotlight together. Both are Victorian Railwaymen—Newton is Provodere, Refreshment Services Branch; Dick is a clerk at the Melbourne Goods Sheds (at one stage they were both employed in "A" Shed). During their football secretarships their clubs won the League Pennant, in each case after many years of striving. Both had been "star" League footballers with their clubs: Newton (1912-24) centre wing; Dick (1912-17) centre. They also had taken leading parts in interstate football games: the former as a player; the latter as a selector. Summertime finds Newton still immersed in sporting affairs. For more than 20 years he has been either President, Secretary or Treasurer of the Brunswick City cricket club. —R.P.

## Civic Honor For Well-Known Railwayman

**A VICTORIAN** railwayman's name will be perpetually associated with one of the most modernly appointed playgrounds to be created in the metropolitan area. He is Cr. Milton Gray, J.P. (Printing Manager, North Melbourne) whose fellow-Councillors in the Malvern City Council have decided to have "THE MILTON GRAY RESERVE" emblazoned on the entrance gates to the playground. This graceful tribute to Cr. Gray is, in their opinion, merely some measure of recognition of the virile, public-spirited work he has performed as representative of the South Ward. A Malvern Councillor since 1928, he was in 1932 elected Mayor of the City. For six years he has been Chairman of the Finance Committee, and for 11 years a member of the Public Works, Public Health and Parks and Gardens Committees. Other public offices he holds include the Malvern Council Representative on the

Caulfield Technical School, of which he was President last year, and Vice-President of the Tooronga Road Central School Committee. He is a member of the Board of Management of Prince Henry's Hospital, with the added responsibilities of membership of the Finance and Building Committees, and Vice-President of the Association for the Advancement of the Blind. Cr. Gray is justifiably proud of Malvern as a city, but it is safe to say that nothing can surpass his pride in the Railway Printing Works over which he has so successfully presided since 1921. In equipment, layout and production the Departmental Printing Works compare with the best commercial establishments in Australia. Visitors from all parts of the Commonwealth and abroad have inspected the works and have all commented in the highest terms upon the merits of the enterprise. —K.B.E.

## SOME MARCH BIRTHDAYS

**L**ABR. G. W. Wilson, of Newport, on the first; Carpenter P. L. Brophy, of Newport, on the second; Commr. M. J. Canny, and Clerk M. C. Stanistreet, of Room 2, on the third; Signalman T. V. Quirk, of Spotswood, on the fourth; Skld. Labr. W. H. Parkinson, of Flinders St., on the fifth; Elec. Trn. Dvr. G. H. Gilham; of Jolimont, on the sixth; Audtr. of Expend. N. J. Lester, on the seventh; Car Painter J. J. McGarrity, of Newport, on the eighth; Subn. Gd. J. P. Anderson, of Flinders St., on the ninth; Yd. Foreman J. P. Purcell, of Ballarat, and Clerk W. H. Conroy, of Traffic Bch., on the 10th; Clerk L. W. Pollock, of Acctey. Bch., on the 11th; R.M. Dvr. R. H. Wilson, of Semerton, on the 12th; Fireman V. Brown, of N. Melb. Loco., and Asst. S.M. S. H. Arnold, of Drouin, on the 13th; L.H. B'maker A. Fraser, of N. Melb. on the 14th; F. &

T. J. M. Schurer, of N. Melb. Loco., on the 15th; Painter D. P. Conway, of Spotswood, on the 16th; Subn. Gd. F. W. Miller, of Flinders-st., and Goods Gd. N. J. Fraser, of Woodend, on the 17th; Eng. Cleaner H. M. Thomas, of Seymour, on the 19th; S.M. E. A. O'Loughlin, of Donnybrook, on the 20th; Minor Machinist F. Wallis, of Newport, on the 23rd; Eng. Driver J. R. Thomas, of N. Melb. Loco., on the 24th; Subn. Gd. A. Chambers, of Dandenong, and Shift Elec. J. Robinson, on the 25th; Goods Gd. F. Morrow, of Swan Hill, on the 27th; Clerk H. H. Riley, of Acctey. H.O., on the 28th; Senr. Porter G. D. McGowan, of Flinders St., on the 29th; Clerk R. H. Wishart, of Stores Bch., and B'smith J. Moran, of Ballarat, on the 30th; and Acting Comp. of Stores L. C. Stewart, on the 31st. —D.T.D.

BY CONTINUOUSLY KEEPING YOUR EYES OPEN!

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# The Victorian Railways NEWS LETTER

April, 1940

Issue No. 116

## Rail Staff's Fine Bridge Work

WITH the completion last month of the strengthening of the Melton-Service-ton line is now available for the heaviest locomotives likely to be used by the Department in the future.

In a review of the work, which was the most important of its kind in recent years, leading officials of the Way and Works Branch warmly praised the railwaymen connected with the preliminary planning, supply of material, and in the actual constructional spheres. It was a splendid performance and the job was completed on schedule. Special praise is due to Mr. J. Stephens (Way and Works Inspector) for his close personal supervision and co-ordination, involving direct control of the way, works and ironworks sections.

### High Structure

The bridge, which was built in 1886, is 1,230 ft. long, and consists of 13-60 ft. spans and 15-30 ft. spans, the maximum height above ground level being 130 ft. Although wide enough for two tracks, only one was laid in the centre of the bridge.

Gradually increasing loads of locomotives have imposed greater stress on the centre girders and cross beams, and the recently completed work, involving several unusual features, was undertaken to ensure that the load was equally distributed over the four main girders. In addition the cross girders were replaced by stronger steelwork. Replacement of the original red gum timber decking with new material was also carried out. Although the timber had been in service for 54 years it was still in a remarkably durable condition.

As part of a plan for relaying the Melbourne-Service-ton line, new rails (welded into lengths of 270 feet), sleepers and ballast have been laid across the bridge and, to avoid reducing speed on curves approaching the bridge, the alignment at the "up" end has been improved.

### Carefully Planned

To enable the work to proceed expeditiously and at the same time avoid undue interference with traffic, plans were made for 90 feet of bridging to be strengthened each day on three and four days per week over a period of four weeks. Apart from one "up" and "down" passenger train—which was diverted via Geelong and an alteration in the timing of a local goods train—the movements of other regular trains were practically unaffected.

## VALUABLE HINTS FOR SAVING COAL . . . TEAMWORK VITAL

**A** GAIN we appeal to the staff to co-operate in saving coal, the supply of which has practically ceased. All can assist.

**ENGINEMEN** should conserve momentum and avoid blowing off unnecessarily. Fire intelligently so as to avoid black smoke which indicates poor combustion and extreme waste.

**LOCOMOTIVE DEPOT STAFF** should avoid over-loading bunkers, use wood as far as possible in lighting up and avoid lighting up earlier than is necessary. Good maintenance will prevent leaky steam or air joints which all waste coal.

**TRANSPORTATION STAFF** should help enginemen to regulate their fires and conserve fuel by promptly and fully advising train crews of the movements they will be required to make. This is particularly necessary where changes from regular working are to be made.

Work engines over pit promptly when released from traffic.

Avoid unnecessary blocks and checks at signals.

Have van goods ready on trollies and perform van work and shunting simultaneously where possible.

Keep trucks in station order when loading as far as practicable.

**INTELLIGENT TEAMWORK WILL PREVENT WASTE.**

N. C. HARRIS, *Chairman.*

M. J. CANNY, *Commissioner.*

E. C. EYERS, *Acting Commissioner.*

## Regular Periodical Ticket Buyer For 56 Years !

**A** RECORD which must be unique in the history of the Victorian Railways is held by Mr. Oliver Ambler, one of Melbourne's best known businessmen, of King Street, City.

FOR 56 YEARS—SINCE 1884—HE HAS WITHOUT INTERRUPTION BOUGHT A YEARLY TICKET FROM A SUB-URBAN STATION TO MELBOURNE !

Now 77 years of age and possessed of a most engaging personality which makes him the real and sincere friend of countless people in all walks of life, Mr. Ambler's appreciation of all phases of railway service knows no bounds.

### 'Bus To Train

"Travel by car into the city every day?" he exclaimed in reply to the obvious question. "Not for me! I take the train. I get the 'bus each morning from my home to the Darling railway station. In the train I can read my newspaper; have a yarn with old friends, or even study the

different, interesting types of fellow-travellers one is always encountering in the train."

For the last 10 years, he has been buying a yearly ticket from Darling. Before that, he was at one time or another a yearly ticket holder from Hawksburn, South Yarra, Toorak, Armadale, St. Kilda and Camberwell.

### When He Forgot

But Mr. Ambler's record is not without a blemish: 20 years ago, when he held a yearly ticket from Toorak to Melbourne, he was detected one evening travelling without a ticket from Toorak to Armadale. At that time he had been buying yearly tickets for about 36 years and, quite apart from Mr. Ambler's unquestioned integrity, the Department had no hesitation in accepting his explanation that "he was out of touch with buying daily tickets."

Mr. Ambler's high opinion of the railway passenger side is equalled only by his enthusiasm for the efficiency and reliability of the goods and live-stock sections. "Always we have been 100 per cent. rail freight users," he said, "for the very good reason that the railways provide the best service."

ALL RAILMEN CONNECTED WITH TRAIN

## The Month's Topic

### COAL STRIKE'S ADVERSE REACTIONS . . .

LAST month the Commissioners made an important public pronouncement regarding the curtailed train services consequent upon the coal strike. All railwaymen should acquaint themselves with the reasons which impelled the Commissioners to act as they did. Here are the salient features of the Commissioners' statement:—

"We have been forced to explore every means of conserving the limited stocks of coal on hand. After the most anxious deliberation, we were convinced that immediate retrenchments of train services were necessary and that, if the situation persists, these must be followed by much more drastic curtailments.

"It is probable that there will be some whose counsel would have been to "wait and see" in preference to immediate action. At the moment, however, and in the light of all existing facts, we are convinced that we have

#### Employment Effect

ALTHOUGH every effort is being made to minimise staff disabilities by working off leave, further unavoidable curtailments of train services must again reduce the amount of employment available for the train running sections.

taken the prudent and, indeed, the only safe course in reducing our consumption of coal so that essential services may be maintained. As a first step, the services interfered with are those which we believe will entail the least dislocation of industrial, civic or defence interests.

"Unfortunately, it is inevitable that some persons will be inconvenienced in a crisis of this kind. We have tried not only to minimise the inconvenience, but also to spread it as equitably as possible.

"In the metropolitan area we have so far been able to obtain valuable assistance from the State Electricity Commission in maintaining electric train services. Our aim is to provide for as long a period as possible, sufficient services to carry people to and from their places of work, but we cannot avoid other drastic reductions of service.

"We greatly regret that these emergency steps are necessary. Over a long period railway services have been painstakingly built up to their present satisfactory standard, and we believe that they have won the good-will of the public generally. It would be deplorable if this good-will should be affected by a course of action forced upon us in an effort to protect the public interest."

## Railways Prepared For Transport Of Big Defence Forces — If Needed

"NO modern war can be undertaken without the aid of a fully functioning railway system." Proof of that statement was given in an article in last month's "News Letter." Instances were given of big rail transport jobs undertaken by the Department on behalf of the military authorities. In addition mention was made of the assistance of the Victorian Railways in the production of machine gun carriers, marquees, tents and other military needs. Reference was also made of the preparations for the construction of sections of Bristol Beaufort aircraft.

The second—and concluding—part of this story follows:—

Whilst it may be claimed that the transport of relatively small bodies of troops is no more than a routine matter with a highly organised transport industry, it should not be overlooked that one or two of these transport jobs are almost given the rank of feats by the emergency circumstances of the occasion.

In certain instances, the Defence Department is compelled to ask the railways to produce a set of special trains—almost out of a hat, as it were. The response is not as magical as all that, and considering the shortage of rolling stock, the quick assembling of trains for military requirements deserves the warmest commendation for the staff concerned.

#### Single Line Problems

It must be remembered that outside the metropolitan area the Victorian Railways are practically a single track system and that the utmost skill and care are required in planning a group of military specials without interference to the normal traffic.

On main lines the regular passenger and goods trains are travelling both ways to schedules so arranged that the "ups" and "downs" must pass each other through loops at intermediate stations, and the addition of ten specials to the ordinary traffic on any one line called for prolonged study of graphs and time-tables by the time-tabling staff.

### "This Is Service!"

"Dear Sir,

We wish to record our satisfaction with the general service and treatment meted out to us during the period since your last visit to Bridgewater. We have a special instance of co-operation of your staffs. After 4 p.m. yesterday an opportunity arose of clinching an early export flour order. It was contingent on what the railways could do in getting the calico bags from Melbourne.

The bags were landed at Spencer Street at 5.30 p.m. yesterday and at 9.30 a.m. today the bags were being packed with flour at Bridgewater. That is SERVICE with capital letters and to all concerned we express our hearty thanks for their co-operation.

In these days of scarcity of export flour business mainly owing to shipping difficulties, this special service means rather a lot to us and our employes generally."

—Extract from letter received by the Commissioners from The Water and Kerang United Roller Mills Ltd., Bridgewater.

The transport of troops, however, has provided some invaluable experience for the railways, and if the occasion should ever arise for the quick passage, not of battalions, but of armies in the defence of Australia against invasion, the railways will be well prepared within the limits of their resources.

It is no office secret that the railways, in co-operation with the Defence Department, are looking months ahead. On main arterial

### RAIL-RACE LINK

VICTORIA'S first race meeting was held in March, 1838, on Batman's Hill—the present site of the Spencer Street railway station. This little-known fact was revealed last month when the Centenary of racing at Flemington was celebrated during the Australian Cup Meeting.

A steam train service from Melbourne to the racecourse platform at Flemington was opened on November 30, 1867, continuing to run until 1921 when the line was electrified. The last year of steam traction at a Melbourne Cup meeting saw a rail traffic record created.

On Cup Day, 1920, there were 113,800 passenger journeys between Spencer Street and the racecourse. The next highest traffic was on Cup Day, of 1926, when there were 111,500 passenger journeys.

In 1934, electric trains were run for the first time between Flinders Street and the racecourse platform.

lines all sorts of additions and alterations for definite military purposes are being carried out by men, some of whom are working under Unemployed Relief.

New loops are being provided, yards extended, ramps, sidings, platforms and loading and unloading accommodation prepared, all for the purpose of facilitating transport in this State—should a world conflict unhappily spread to Australia.

#### Quick Construction

Speed with safety is now something more than the slogan of the transportation section of the railways, however. Just what can be accomplished in rapid achievement is shown by the work on an aircraft storehouse erected at Spotswood. Skeleton plans were prepared in a few days and the erection of the building, covering an area of nearly 30,000 square feet, was commenced towards the end of September and completed before Christmas.

In last month's "News Letter" instances were quoted of the part being played by the Refreshment Services Branch in providing meals for the troops.

This story has necessarily omitted even more interesting chapters in the railways' record since the outbreak of war. Nevertheless, it is sufficient to suggest that there is a world of unsuspected meaning in that now familiar railways slogan: **THE RAILWAY IS THE BEST WAY.**

# OPERATING ARE URGED TO SAVE COAL BY

# With Victorian Railwaymen In The Great War

LAST month's announcement of the formation of Railway Survey and Constructional Companies for service overseas with the 2nd A.I.F., started a flood of memories for hundreds of Victorian Railwaymen. Just 23 years ago they were "somewhere at sea" on a troopship as members of a Railway Operating Company en route to France and Belgium.

These railwaymen were part of a complement of 1,800 Australian troops who covered themselves with glory on April 25, 1917, when the "Ballarat" in which they were travelling, was torpedoed by a German submarine off the English coast. The calmness of the Australians led the London "Times" to describe them as "the Anzac replicas of the Birkenhead heroes." No lives were lost.

## SIX COMPANIES

There were six Companies—three broad gauge; also three light railway, of 1 ft. 11 ins. gauge. One of the latter Companies consisted entirely of 275 Victorian Railwaymen.

Amongst the grades in the Company were stationmasters and clerks (known as "Train Operators" on the light railway), loco. drivers, firemen, fitters, mechanics and guards. There was also a break-down gang which, due to

## LIGHT-RAILWAY OPERATIONS BRIEFLY DESCRIBED

enemy action, was busy dealing with derailments. Occasionally there were as many as 15 derailments a night.

One can readily visualize the conditions under which the light railway company operated, particularly during the advance when the Hindenburg line was broken in 1918. A particular highlight was the dropping across "No man's land" of a few lengths of track that were linked with the German light railway, the gauge of which was the same as the British, and making good use of the extensive German system. Though lacking all the refinements of a commercial railway, this famous little transport system "was worth its weight in gold."

## VARIED SERVICE

Besides carrying troops and labor battalions, the light railway handled an enormous tonnage of freight, consisting of gas cylinders, supplies of all kinds, and munitions ranging from the lightest to the heaviest of shells straight to the trenches.

As the trains ran mainly at night with all lights out, the only indication to the driver that his train was complete was the minute red glow from the cigarette smoked vigorously by the guard sitting precariously on the rear truck often loaded with ammunition!

## TRAIN CONTROL SYSTEM

One former member of the company last month revealed the highly interesting fact that the light railway was conducted on the train control system. Though necessarily crude when compared with the present-day methods of train control, the system evolved under actual warfare conditions by these Victorian railwaymen has contributed to the development of train control.

From a central point—situated at different times in Ypres, Passchaendale, Cambrai, Peronne and Pozieres—telephone systems, which were disabled almost nightly by shell fire, radiated to the various "dumps." Though "rough and ready," the system was efficient. It enabled a continuous check of engine power, truck movements, staff rosters, etc.

Right round the clock, the central control staff received from all parts of the light railway, telephonic advices of the disposition of engines, trucks and the approximate loading requirements of the day.

After the Armistice in 1918, three fellow-members of the railway operating company investigated the train control system on an English railway, one of the results being the introduction in Victoria of the graph system of time-tabling. Those railwaymen at the time were: Lieutenants W. R. Price, M.C. (Superintendent of Train Services); P. J. Maher (formerly of Room 2, now Member of the Betterment and Suggestions Board); and E. A. Rains (Room 2, now attached to the Southern Command at Victoria Barracks, Melbourne).

## MR. W. FITZPATRICK

### Retired 25 Years Ago

"TIME does march on!" will no doubt sum up the thoughts of railwaymen with long service when they learn that on April 6 it will be a quarter of a century since Mr. William Fitzpatrick, C.M.G., retired from the position of Chairman of Commissioners.

Mr. Fitzpatrick now resides at 218 Orrong Road, Toorak, and he said last month that "it would give me great pleasure to see any old railwaymen who might wish to see me."

It is of interest to recall that Mr. Fitzpatrick was Chairman of Commissioners at the outbreak of the Great War in 1914. He was Deputy Commissioner for two months in 1901; Acting Commissioner from 1901-1903; and from then a Commissioner until 1910 when he succeeded Sir Thomas Tait (who is now living in Canada) as Chairman.

Also it should be mentioned that in 1913, Mr. Fitzpatrick visited England, Europe and North America.

He investigated automatic signalling and other safeworking methods in readiness for the suburban electrified services.

# English Railways Are Playing A Magnificent Part In The War

WHILE Victorian Railwaymen are naturally focussing their attention on the wartime activities of the railways in their own State, it is well to reflect upon the tremendous transport feats being performed by the railways in the Mother Country.

Lack of space prevents an adequate survey of England's railway activities under conditions vastly different from those in this country. When completed, the story of the British Railways' contribution to the general war effort will be an epic.

## Goods Transport Feat

Advices just received by the "News Letter" from overseas reveal that the work carried out by the goods train services of the English railways is specially memorable. One instance may be quoted.

Four convoys containing 28 vessels loaded with 100,000 tons of commodities were recently docked at a British port. The precious cargoes included tea, rice, wheat, fruit, vegetables, rubber, cotton, ore, lumber, petrol and oil.

Transport of the cargoes from the ships was mainly undertaken by the railways, and to make room for other rapidly approaching convoys prompt clearance of the goods was of supreme importance.

Actually 80,000 tons of cargoes were carried from the ships by rail to 12 widely-scattered parts of England . . . WITHIN 48 HOURS! This work was all the more noteworthy for the reason that there was no interference with the ordinary passenger and freight services.

## Protection Of Bridges

EVIDENCE of the completeness of the plans in England to cope with possible dislocations of rail traffic through air raids is shown in the protection of bridges. To enable immediate repairs to be effected bridge parts, specially designed to be interchangeable for varying spans and capable of very rapid erection, have been accumulated at suitable centres. Selected men have been specially trained to use this material at high speed and are available for instant duty. Plans for the repair of permanent way and other vital railway points are on the same elaborate scale.

RESPONDING TO THE COMMISSIONERS'

## Railway Companies For Service Abroad

AS this issue of the "News Letter" went to press, enlistments were in progress for the Railway Survey and Construction Companies which will serve overseas. Next month, the names of the Victorian Railwaymen in those Companies will be published.

Since the March issue of the "News Letter" was printed, there have been further enlistments of railwaymen in the 2nd A.I.F., Air Force and Naval Force, details of which follow:—

### 2nd A.I.F.

Asst. Stn. Master E. E. Bawden; Lad Porter L. J. Barnett; Porter-in-Charge W. D. Brown; Repr. H. J. Billson; Fireman A. R. Clark; Booking Porter M. Crowe; Engine Cleaner W. G. Ford; Yard Porter H. Gilmour; Actg. Lodgekeeper J. E. Goreham; Yard Porter W. J. Hill; Repr. W. Jones; Fireman J. E. H. James; Painter's Labr. H. T. James.

Labr. J. A. Mounsey; Lad Porter A. R. Mitchell; Labr. W. G. McKenzie; Repr. L. Onslow; Cas. Labr. E. D. Pickett; Porter E. Roberts; Rail Motor Second Man W. D. Ripper; Cas. Labr. W. Slavins; Actg. F'man's Office Asst. H. T. Sharpe; Clerk G. Thornton; Ldg. Upholsterer G. J. Williams.

### NAVAL FORCE

Lad Labr. G. Hope; Labr. R. F. McColl.

### AIR FORCE

Cas. Labr. A. E. De Forest; Lad Labr. L. C. Drew.

## Some April Birthdays

WORKS Ganger G. Whyte, of Korong Vale, on the first; Asst. Engr. G. N. Parker, of H. Office, on the second; F. & T. P. Robb, of N.M. Loco., and Cable Layer F. W. Elsum, of Flinders St., on the third; Labr. W. J. Thomas, of Newport, on the fourth; Ganger M. E. Monigatt, of Kilmore, on the fifth; Ldg. Shunter W. A. Keck, of Shepparton, Actg. Driver A. T. Turner, of Bendigo, on the eighth; Ganger A. E. Dyer, of Belgrave, and Carpenter J. M. Wilson, of Geelong, on the ninth; Chairman of Comms. N. C. Harris, Shunter L. Dilger, of Lilydale, and Clerk G. Gillingham, of H. Office, on the 10th; Clerk E. P. Linden, of Secy.'s Bch., and Asst. Stn. Master E. L. Black, of Euroa, on the 11th; Striker F. E. Schilling, of Bendigo, on the 12th; Pass Officer F. D. Beeching, of Secy.'s Bch., on the 13th; Repr. H. Graham, of Spencer St., and Skld. Labr. C. W. Griffiths, of Flinders St., on the 14th; Repr. J. Sanders, of Windermere, on the 16th; Signalman M. F. Kavanagh, of Sunshine, and Elec. Frr. S. W. Crellin, of Nth. Melb., on the 17th; Eng. Dvr. P. Kenny, of Wallan, on the 19th; Stores Bch. Chief Clerk H. D. Agg, and Labr. E. J. Hennessy, of Bendigo, on the 20th; Striker T. J. Kincaid, of Ballarat, on the 21st; B'smith G. A. Wilkinson, of Spotswood, on the 24th; Ganger L. Filippe, of Noradjuha, Iron Machnst. G. F. Saunders, of Newport, and Ldg. Van Stower W. Gersch, of Flinders St., on the 25th; Fireman D. K. Robertson, of Lilydale, on the 26th; Signalman W. S. Gilmore, of Geelong, on the 27th; Stn. Master J. E. Blackall, of Officer, on the 28th; Clerk H. R. Brady, of Metro. Supt.'s Office, on the 29th; Labr. T. A. Kelly, of Newport, on the 30th.

—D.T.D.

## FIRST AID CLASSES IN FULL SWING

AN innovation in the first aid movement which is being enthusiastically welcomed is the plan for examining the Corps much earlier in the year than previously. The object is to render greater assistance to members of the Corps in their endeavours to reach the standard required in State and Inter-system Competitions.

Mr. V. E. Southwood (Ambulance Officer) said last month that the decision to hold the Interstate Championship this year had been hailed with delight throughout the organisation. Already two new Corps had been formed at Mildura and Ouyen.

### Join Classes Now!

Preliminaries for the commencement of the early first aid classes throughout the service are now nearing completion. Already 52 classes are functioning. Mr. Southwood pointed out that now is the time for new students, particularly those in country centres, to join. By doing so immediately, there is the advantage of being able more leisurely to proceed through the various stages of instruction, gathering in proper sequence the necessary knowledge to qualify.

All members of the service have the opportunity of acquiring a knowledge of first aid. Books, bandages and expert instruction are free; passes are issued for travel from home stations to stations where classes are conducted.

## Gordon Loses Its Gale

ALTHOUGH busily engaged on the State Elections last month, Mr. E. J. Hogan, M.L.A., Minister for Agriculture, found time to travel from Melbourne to Gordon to be present at a record public farewell to Stationmaster E. C. and Mrs. Gale on the eve of their departure for Loch. The function was a remarkable tribute to a railwayman who had given wonderful service to patrons—and who had been active in local affairs to an extent probably unexcelled by any railwayman elsewhere in the service. Mr. Gale had been Hon. Secretary of the Gordon Mechanic's Institute; Cricket Club; Football Club; Swimming Club; District Schools Association; and the Joint Motor Cycle Racing Committee. He organised the construction of a concrete swimming pool; the raising of a guarantee for the local lighting installation; the annual schools' excursion; and the Victorian Motor Cycle Grand Prix at Millbrook. This imposing record of public service was the subject of glowing speeches between which Mr. Gale received wallets of notes and other handsome gifts. —T.D.

## Popular Dining Car Steward Retires

"THERE'LL never be another Donald Dunbar" was the obviously sincere remark of a leading official of the Refreshment Services Branch in summing up eloquently the capacity of a Dining Car Steward whose ill-health caused his premature retirement from the Department last month.



It should be recorded, too, that in the creation of the world-wide reputation of the V.R. dining car services, Donald Dunbar must be accorded his full measure of credit. He joined the Department 24 years ago after 11 years as a steward on

steamers in the Atlantic and around the Australian coast. In addition to travelling for many years on the Commissioners' tour train, Donald had the immense satisfaction of being selected for duty on two Royal Train tours. Moreover, he was on 20 Reso. Train tours, and this experience, plus many years of service on the Sydney and Adelaide expresses, gained for him a circle of friends that has assumed the proportions of an Army Corps. . . Both inside and outside the Department there is a unanimous wish for Donald's speedy recovery so that he may continue to increase the color and beauty of his famous garden at Preston. . .

## "Globe-Trotter" Moves Again

AFTER a 20 months' tour of England, Europe and the United States, including a term as an official in the Australian Pavilion at the New York World's Fair, and completing 30,000 miles of travel, Mr. William Bengtsson, of the Secretary's Branch, returned to his former job in the Staff Board Division. Back at Spencer Street he announced: "This really is 'journey's end' ". But he was greatly mistaken. Within a month he had been appointed Private Secretary to the Minister for the Interior (Senator H. S. Foll).

Since then Mr. Bengtsson has been packing, unpacking and packing on almost continuous trips by trains, cars, steamers and flying boats.

Though Mr. Bengtsson can be persuaded to admit that his new position is no sinecure, he is willing to declare that it is amazingly interesting with invaluable contacts with men who make the newspaper headlines every day. Mr. Bengtsson's modesty, plus an iron-plate reticence on all official matters, makes him the ideal confidant of a Minister who carries the added burden of membership of the Federal War Cabinet. . . —L.H.B.

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APPEAL ON PAGE 1. IT IS YOUR OBLIGATION!



# The Victorian Railways NEWS LETTER

May, 1940

Issue No. 117

## Mr. R. G. Wishart Appointed A Commissioner

### RETURNS TO FAMILIAR SPHERE

**T**HE appointment of Mr. Robert G. Wishart (Assistant General Superintendent of Transportation) as a Commissioner was decided upon by the Government last month. Besides the recognition that Mr. Wishart possessed all the attributes for such a responsible position, there was great satisfaction that the State Cabinet had filled the vacancy from within the service. Mr. Wishart brings to his new position outstanding capacity, wide experience and keen judgment, and with the Chairman (Mr. N. C. Harris) and Mr. M. J. Canny (Commissioner) an Administration has now been constituted which is fully equipped to guide the Department through the most momentous period in its history.



Mr. Wishart's appointment as a Commissioner is yet another beacon to the younger members of the service. It demonstrates that the highest positions in the Department are open to a large proportion of the staff provided they have the ability, health and ambition.

Nine years after joining the Transportation Branch as a junior clerk in 1926, Mr. Wishart revealed talents which led to his transfer to the Secretary's Branch. Soon afterwards, he began a close and valuable association with the Commissioners. He was Secretary to two former Commissioners (Mr. C. Miscamble and the late Mr. T. B. Molomby). In 1925, Mr. Wishart was appointed to a similar post with the then Chairman of Commissioners (Mr. Harold W. Clapp). In all those positions he gained extensive administrative experience, coupled with a personal knowledge of the railway system throughout the State.

Later, as Member of the Staff Board, Mr. Wishart widened his knowledge of staff questions, and in 1929, he was appointed Commissioners' Special Officer. In that position finance was the predominating feature, and for nine years he specialised in that important aspect of railways administration.

The highlight of Mr. Wishart's brilliant career was the tour he made overseas with Mr. Clapp in 1934. On that mission he availed himself of the golden opportunities for studying the most modern developments on the principal railway systems. Although Mr. Clapp has left the service, the Victorian Railways and the State will still have the benefit of that particular experience.

Two years ago, Mr. Wishart was appointed Assistant General Superin-

### NAIL THIS LIE!

**S**TATEMENTS have been made that the Department's stock of coal is sufficient to continue normal train services . . . and that with the sole purpose of discrediting the miners in the coal strike, the Commissioners have deliberately curtailed train services.

### SUCH ALLEGATIONS ARE COMPLETELY FALSE!

Here are the facts: During the latter half of 1938, a prolonged coal strike seriously depleted the Department's reserves. Since then the policy of the miners to limit production has defeated our efforts to rebuild an adequate stock.

Orders placed by the Department since 1938 totalled 482,000 tons, but only 390,000 tons were supplied. When the strike began on March 11 last, the stock (including coal in course of delivery) was 81,000 tons. The total consumption for all railway purposes normally amounts to 11,000 tons a week.

**IF NORMAL TRAIN SERVICES HAD BEEN MAINTAINED NO COAL WOULD HAVE BEEN LEFT BY THE END OF APRIL.** Moreover, it will take about three weeks to obtain normal supplies after the mines re-open.

At the time of writing (April 24) the Department had 32,000 tons—sufficient to last for five weeks on the basis of curtailed services.

tendent of Transportation, and with characteristic vigor applied himself to all phases of transportation activities.

### New Ski Run At Mt. Buffalo National Park

**W**INTER'S approach is heralded by the news of the preparation of a new ski run at Dingo Dell in Mt. Buffalo National Park. It is only about three miles from The Chalet by a good road, and is therefore nearer and more convenient than the present Cathedral and Cresta Runs.

Furthermore, the Dingo Dell Run will provide a large area of excellent slopes attractive to all skiers. Shelter huts will be provided on the Run. From the summit a new and striking view of Lake Catani has been opened up.

### Record Patronage

**I**T is interesting to note that for the month of March, the aggregate daily attendances at The Chalet were 3,498, with a daily average of 113, which constitutes a record for that month. The previous March record, established in 1936, was an aggregate of 3,018 (daily average 97).

During Easter, the aggregate was 1,189 (daily average 170) which compares very favourably with an aggregate of 1,001 (average 143) for the corresponding period last year.

### TRIBUTE TO V.R. SERVICE

**"D**EAR Sirs.—We again wish to record our pleasure at the very efficient service received during Easter week in despatching our perishable parcels to the country.

Our service to country clients must run to absolute schedule, and at Easter the demand is so considerable that it would be almost impossible to maintain accurate service without the hearty co-operation of your Foreman and their staffs at the Melbourne Despatch stations.

We have always had the utmost co-operation at Spencer Street Outwards Parcels Department, where your Foreman, Mr. Davies, has organized a most efficient service and where we have always found a co-operative spirit in his staff.

We have had equal satisfaction at Flinders Street. We would also appreciate your letting the Foreman and his staff at that station know our satisfaction and pleasure."

—Extract of a letter from Mr. Fred. J. Haase, Managing Director, Seafresh Seafoods Pty. Ltd., North Melbourne, to the Commissioners.

## WE MUST ALL ENLIST FOR THE WAR ON—

## ALL MUST DO PART IN WAR

LAST month's dramatic quickening of the Allied forces' actions against the enemy brought home vividly to us the stern task that lies ahead before victory is finally won.

We must all have been impressed by the fact that success will not be gained without the loyal and whole-hearted support of everyone. We must never fail to appreciate the freedom and justice we enjoy under the protection of the British Flag.

### Added Responsibility

As servants of the Crown, all members of the railway service have a special obligation resting on their shoulders. Hundreds of our colleagues have already answered the call and are now actively associated with the various arms of the fighting forces. We pay the warmest tribute to them for the sacrifices they have made, and we fervently wish them a safe return to their homeland.

Those of us whose work will lie within the Department must take stock of the situation, examining every avenue through which we can render help.

**That aspect cannot be too strongly emphasized . . . it must always be in our minds, no matter how seemingly remote our everyday work may be from actual warfare activity.**

### No Deviation

Such seriously disturbing factors as the coal strike must only strengthen our vigor and determination to maintain the Department at the peak of efficiency and readiness to meet whatever demands the war may impose.

In that vitally necessary work, train crews, clerks, messengers, mechanics, executives, waitresses, signalmen . . . everyone in the service, regardless of position, can do his or her part.

We must be on the alert to ensure that our time is fruitfully employed. Wasteful methods must be relentlessly abolished, and all extravagance in stores or materials of any kind must be just as determinedly guarded against.

**In brief: We must think loyally—and act loyally on all occasions . . .**

## Red Cross Work Greatly Helped By These Railway Officials

PROMINENT in the ever-growing story of the Department's contribution towards the Commonwealth's war effort is the quiet, yet extremely important, help being accorded the Australian Red Cross Society. In this work Mr. H. L. Kennedy (Assistant Superintendent of Refreshment Services), and Miss I. H. Bradshaw (Railways Dietitian), are winning the appreciation of the Red Cross authorities.

On the outbreak of the war, the Australian Red Cross sought the services of Mr. Kennedy and since then his expert knowledge on Provodoring and kindred subjects has proved valuable in numerous essential phases of the Society's activities.

He wrote the 9,000-word chapter on "Provodoring" for the Society's War Book. He is a member of the Australian Red Cross Central Council and of the Central Executive Committee.

In addition, he is Chairman of the Red Cross Emergency Service Catering Sub-Committee, which is charged with the training of women to provide competent cooking staff and organizers for emergency food services, Red Cross Canteens, and Auxiliary Convalescent Hospitals for sick and wounded members of Australian fighting forces.

### For Emergencies

The training of these women will provide the nucleus of volunteers that may be required for emergency feeding of the civilian population in the event of a national emergency, such as the evacuation of people to country areas.

Comprehensive plans have been prepared for the training of these women, and Miss Bradshaw, who has taken a very active part in preparing lecture notes, giving lectures, and, on the theory side, conducting examinations, is performing outstanding work.

The services of Miss Bradshaw and her assistant, Miss H. Down, have also been availed of by the Defence Department. Recently, Miss Bradshaw gave a lecture and demonstration on the value of salads in the diet, their food value, etc., to members of the Army Service Corps who will subsequently act as instructors.

### TOURIST BUREAU AT BENDIGO

A FURTHER development in the State's tourist business was the opening last month of a Branch of the Victorian Government Tourist Bureau at Charing Cross, Bendigo. It is being conducted in conjunction with the Bendigo City Council and the Citizens' Publicity Committee. Other Branches are situated at Sydney, Adelaide, Brisbane, Hobart, Perth, Mildura and Ballarat.

### REWARDS FOR APPRENTICES

A Free Course in Engineering at the Melbourne University has been allotted by the Commissioners to Apprentice Fitter and Turner A. Firth (Newport Workshops). Scholarships for the Diploma Course of Engineering at the Melbourne Technical College have been allotted to Apprentice Fitters and Turners J. T. Tijou and L. A. McCallum (both of the Newport Workshops). Apprentice Fitter and Turner E. J. Gooding (Bendigo Workshops) has also been allotted a Scholarship at the Bendigo School of Mines.

## BUSH FIRES

### Prevention Work Praised

"DEAR Sirs—I wish to bring to your notice the happy relations which exist between this Brigade and Tallarook railway employes. During the burning-off period, advice was sent to me daily by the three local gangers regarding the scene of their operations. I was thus able to account for any smoke seen."

We are thankful for the splendid help given by Ganger S. Patullo and his men. Eleven evenings were given up by them to assist us in burning preventive firebreaks on private property, and I think that this shows a fine spirit of co-operation. What has been done in Tallarook is also possible elsewhere, and we look forward to a continuance of the support of railwaymen in our voluntary job."

—Extract from a letter to the Commissioners by Mr. E. C. Ashton, Captain and Honorary Secretary, Tallarook Bush Fire Brigade.

The precautions taken by the Department to guard against fires being caused by sparks from locomotives may be divided roughly into three heads:—

- (1) The provision on the locomotive of efficient apparatus for minimizing emission of sparks;
- (2) Maintenance of such apparatus in good condition; and
- (3) Maintenance of the railway property alongside the tracks in such a condition as will serve to prevent a fire occurring inside the railway boundary from spreading outside.

### Care Of Arrestors

No apparatus has been devised which could be relied upon completely to prevent the emission of sparks and, at the same time, allow the engine to work.

—To the maintenance of this apparatus very great care and attention are given at considerable expense. Instructions make special provision for frequent examinations by specialists.

On land adjoining the railway track, a strip at least three feet wide inside the railway boundary fence is chipped or ploughed. Dry grass growing on railway land is burnt off at the earliest possible opportunity during the summer months. Where trees, shrubs and hedges are growing either inside or outside railway land extra chipping precautions are taken.

\* \* \*

This year the Department produced and circulated 12,000 copies of a folder—"Make Firebreaks, Now!"—emphasizing the need for concerted action by country residents in the prevention of bush fires.

WASTE . . . . . WHETHER IN OPERATING

## HALTING EROSION NEAR RAIL BRIDGE

### Groynes To Minimise River Currents

**I**N view of the attention which public-spirited bodies are directing to the grave effects of soil erosion, more than ordinary interest attaches to a work now in progress. The object of the work is to check the extensive erosion which has taken place on the southern bank of the Avon River in the vicinity of the railway bridge near Stratford on the main Melbourne-Bairnsdale line. Estimated to cost £3,000 and financed by equal sums from the State Employment Council, the River and Streams Fund and the Railways Department, the work will, if successful, preserve a valuable bridge and at the same time protect some splendid land from destruction.

**W**HEN constructed in 1886, the railway bridge was 400 feet long. Today, as a result of erosion, the distance from bank to bank is about 1,000 feet. On two occasions the bridge has had to be lengthened—at first by 293 feet when the approach to the main bridge was washed away; and later by 400 feet when further erosion again threatened the railway line.

The work, which is being carried out by the State Rivers and Water Supply Commission, is designed to check erosion from ordinary floods, which reach about half bank level. Even if not fully effective in such an abnormal flood as in 1936, the work will reduce the erosion and in time produce conditions which will enable the river banks to resist any big floods.

#### Crux Of Work

For the summer flow of the river, a new channel is to be excavated on an easy curved alignment. In addition, six groynes (or substantial river obstructions of stone enveloped in wire mesh) are to be constructed, extending from the present river bank to the new channel. Subsequently, the present river bank will be sloped and planted with vegetation, such as willows, etc. It is expected that the main stream flow will be diverted back nearer to the old channel and that the bank of the river will be stabilized.

It will be of interest to explain the manner in which groynes counter erosion. When an obstruction, such

as a groyne, projects from the bank in to the stream, the main current is deflected from the bank around the end of the obstruction. It then returns to the river bank some distance below. As a result, there is more slowly moving water along the bank below the groyne, thus reducing the tendency to erosion and, at the same time, increasing the likelihood for silt to be deposited.

#### Protecting Banks

If a series of groynes be properly spaced, the tendency of the current to return to the bank below each groyne is checked by the succeeding one. In this way, the current is kept from the bank until below the end of the series of groynes.

With a properly designed system, the space between the groynes will gradually silt up. If willows or similar trees are planted thickly in this silt, they will help in the siltation process. If, however, the groynes fail, the trees will in time form the protective belt.

In fact, the groyne system may be regarded as a semi-temporary measure to protect the bank while it is being clothed with vegetation, with the vegetative cover as the ultimate protection.

#### Water Commission's Aid

From the time that the matter was brought to the notice of the State Rivers and Water Supply Commission, the Department has had the benefit of the expert advice and co-operation of the Commission and its officers. Mr. H. G. Strom, Divisional Engineer, Rivers and Reclamation Section of the Commission, made a full investigation of the question in conjunction with railway officers. In a comprehensive and highly illuminating report, he propounded the scheme which is now in progress.

## V.R.I. RADIO CLUB ASSISTS V.R.I. DEBATERS

**C**O-OPERATION between two active clubs of the Victorian Railways Institute recently yielded novel and valuable results. Teams, comprising members of the V.R.I. Debating Club, conducted a debate and the speeches were electrically recorded by the V.R.I. Wireless Club.

In addition to the technical experience in voice transmission, modulation and recording gained by the wireless enthusiasts, the debaters had the opportunity of demonstrating their absence of "mike fright." Further-

more, they were enabled to correct faults in diction.

Continuing the splendidly varied program for its members, the Debating Club is securing prominent citizens to address them on current topics.

Recently, Mr. N. R. Worrall, of Melbourne, spoke on "Monetary Reform," while Dr. John Dale (City Health Officer) dealt last month with highly interesting aspects of his work.

This month, Mr. W. Y. Tsao (Vice-Consul for China) will speak on Chinese affairs generally.

## Railway View On City's Peak Traffic Problem

**N**EWSPAPER discussion last month on the evening peak traffic problem of the Melbourne and suburban electric tramway system is a reminder that this question, from the railway angle, was recently the subject of a comprehensive enquiry by the Departmental Transport Committee.

Briefly, it was disclosed that the greatest density of ordinary suburban rail traffic occurs between 5.15 p.m. and 5.45 p.m. If the commencing and finishing times of work in commerce and industry were staggered, the conclusion was reached that the intensity of the peak traffic would be appreciably reduced.

Additional mileage would be incurred between 4.30 p.m. and 5 p.m. and from 6.15 p.m. until completion of the peak traffic, and by spreading the loading in that way it might be practicable, for a time, to postpone other measures for peak traffic relief in which heavy expenditure would be involved.

The reduction of hours from 48 to 44 per week, which is now fairly general in Melbourne, had resulted in a spreading of the evening peak traffic over a longer period. However, the increasing number of factories working the five-day week has nullified the effect of the hours' reduction because the employees still cease duty during the peak period.

## Prizes Awarded For "Good Housekeeping"

**A** FEATURE of the Tree Planting and Station Decoration Competition for 1939, awards for which have just been announced, is that 11 stations, most of which entered for the first time, shared in the distribution of prize money. Some of these stations were winners in their respective sections.

By way of contrast, there was a disappointing lack of entries from the Eastern District in the "New Works" and "Maintenance" section (with piped water supply). In that area climatic conditions generally were favourable throughout the year.

Mr. E. C. Smith (Operating Porter, Nar-Nar-Goon) was responsible for an outstanding performance. Although his duties are divided between Nar-Nar-Goon and Tynong stations, he received second prize in the "New Works" section at Tynong station, and also shared in the third prize for the Nar-Nar-Goon station in the "Maintenance" section.

Highest points throughout the State were gained by Mrs. E. A. Young, Caretaker at Somerton. She was awarded 95 points in the "Maintenance" section.

**METHODS, TIME OR MATERIALS. LET US—**

## Deaths Of Three Well-known V.R. Men

**W**ITH tragic suddenness the deaths occurred last month of Messrs. G. Massey (Special Services Engineer) and V. E. Southwood (Ambulance Officer). They were two of the best known railwaymen not only in Victoria but in other States, and their passing caused profound regret amongst railwaymen.

Mr. Massey's career was a varied one. Early in 1900 he went overseas to broaden his general engineering knowledge. During the Great War he was on active service with the A.I.F. for 18 months.

At the time of his death, Mr. Massey was in charge of the Way and Works Special Services Division, including the Photography, Helio Printing and Plan Sections. It is worthy of mention that Mr. Massey devised a new system for the production of graphs for the Train Control Division.

Mr. Massey took an active part in the affairs of the Australian Railways Union, and was Victorian State President in 1935-36. He was also Editor of the Union's journal. Mr. Massey was a well-known writer on economics.

\* \* \*

For all but two of his 27 years' service, Mr. Southwood was connected with the Department's first aid organization. For the past 10 years he had controlled with conspicuous success, the State-wide activities of this essential section of the railways.

First aid men throughout the State testify to his skill as an in-

structor, and to his readiness at all times to emphasize the necessity for everyone to possess a knowledge of first aid. His organizing capacity was largely responsible for the repeated success of the State and Interstate Ambulance Championships held in Melbourne. Mr. Southwood was a member of the Council of the St. John's Ambulance Association of Victoria.

\* \* \*

Mr. George Houlihan, Officer-in-Charge, Rolling Stock Staff Room, was another well-known and popular railwayman whose death last month caused widespread regret. Although in indifferent health for some time, he strove to the end to give that high quality of service which had typified his 40 years in the Department.

For 13 years Mr. Houlihan was in the Transportation Branch. In 1913, he was transferred to the Rolling Stock Staff Office where he remained until his death. In such a Branch where staff questions are made more complex by the great number of grades of occupation, Mr. Houlihan's ripe experience was invaluable.

## TRAIN STEWARDESS WEDS

**E**ARLY last month, Miss Monica Hillman forsook the attractive blue uniform and Glangarry cap as Stewardess on "Spirit of Progress" for the more distinctively feminine array of a bride.

Her marriage deprived the Department of a young lady who successfully "blazed the trail" as the first Stewardess ever employed on an Australian train.

That she was a complete success was a tribute to her engaging personality and versatility in a position where the duties were markedly different every day.

Miss Hillman left the service carrying the warmest wishes of her colleagues, combined with the grateful remembrances of many regular travellers on "Spirit of Progress."

## Some May Birthdays

**C**OPPERSMITH A. E. Harlow, of Newport, and Carpenter T. C. Reberts, of Nth. Melb., on the first; Skld. Labr. P. Lynch, of Nth. Melb., on the second; B'maker L. B. Dick, of Nth. Melb., on the fourth; Wks. Foreman R. J. Withey, of Sale on the fifth; Optg. Porter A. S. Dix, of Korong Vale, on the sixth; Fitters' Asst. J. H. Harris, of Ararat, on the seventh; Repr. A. Scott, of Somerville, on the ninth; Train Examiner G. H. Bonighton, of Jolimont, on the 11th; Ganger L. J. Worn, of Port Fairy, on the 12th; Signalman H. M. Davine, of Ararat, on the 15th; Engine Cleaner A. Martin, of Nth. Melb. Loco., on the 16th; Principal Fares Officer E. Hawken, on the 17th; Clerk D. Moffatt, of Acty. Beh., on the 18th; Moulder J. Cordwell, of Newport, on the 19th; Tram Conductor K. T. Boyes, of Elwood, on the 20th; Clerk N. Opie, of Flinders St., on the 22nd; Skld. Labr. J. V. Manley, of Newport, on the 24th; Repr. E. H. Enders, of Newport, on the 25th; Die Sinker L. F. Markievitch, of Newport, on the 26th; Commrs. Spl. Officer J. L. Timewell, and Painter T. J. Tyrell, of Nth. Melb., on the 27th; Signalman D. R. Brent, of Stawell, and Porter R. A. Kellas, of Forrest, on the 28th; Clerk T. Melrose, of Echuca, on the 30th; Clerk J. A. Davine, of Live Stock Agent's Office, on the 31st.

—D.T.D.

## Mr. Edward Dillon's Fine Career Ends

**H**e joined the service as an engineering student and became a District Rolling Stock Superintendent and then Superintendent of Locomotive Supplies, but he remained ever the student, with problems of research and experiment in locomotives in the forefront of his mind," said a colleague in referring to Mr. Edward Dillon who recently retired. Mr. Dillon's keenness for research was no doubt linked with the fact that, before joining the department 42 years ago, he was a junior master at the University High School in Melbourne. He has left his imprint on many of the most important locomotive developments. To mention one: Mr. Dillon's research and data on superheated locomotives were a big factor in the success of this efficient type of locomotive. In 1923, Mr. Dillon was one of three officers sent to America on a Departmental mission. He was Superintendent of Locomotive Supplies for the record-breaking term of 23 years and his departure is a big loss to the Department. . . . To his friends everywhere—in offices, at locomotive depots, and on the footplate, his retirement marks the severance of a delightful official association.

—W.S.C.

## Almost 50 Years

**N**OTHING resembling requisitions—the life-blood of the stores system—was needed to ensure a big assemblage of railwaymen at the farewell last month to Mr. Harry Rice, Storeman-in-Charge, North Melbourne Loco. Depot. His popularity, ability as a storeman and, above all, his eagerness to pass on advice brought forth a memorable display of affection. Had he remained in the service another four months he would have retired with the distinction of a railway career of 50 years. . . . Mr. Rice looks back with satisfaction to being associated with the transformation of the Department's storekeeping methods into a system that has been emulated in many parts of the Commonwealth. If Mr. Rice were delighted at receiving, as gifts, a travelling case for himself and a set of crystal glassware for Mrs. Rice, he was overwhelmed by the many speeches praising him as a railwayman, with special emphasis on the last syllable.

—A.J.R.

## More Railmen Join Fighting Forces For Overseas

**W**HEN this issue went to press, details of the personnel of the Victorian section of the Railway Companies in the A.I.F. were nearing completion. In the June "News Letter" the full list will be published.

Meanwhile, a further 28 Victorian Railwaymen have enlisted for active service with the various Australian fighting forces. Details are:—

### A.I.F.

**C**AS. Labr. L. J. Addicoat, Lad Labr. L. Barnett, Repr. C. T. Baulter, Labr. S. G. Barker, Yard Porter E. C. Cundy, Storeman W. F. Coulthard, Repr. C. J. Cullen, Labr. S. M. Davis, Block Recorder J. M. Doyle, Labr. J. L. Dale, Repr. G. T. Dowling, Lad Labr. J. N. Greaves.

Porter C. Hayson, Clerk P. H. McArthur, Labr. L. P. O'Connor, Cas. Labr. T. Pappin, Cas. Labr. P. T. Partington, Fireman N. T. Powell, Clerk E. J. Rasmussen, Cas. Labr. L. T. Silvey, Carpenter A. J. Treeby, Labr. D. P. Whelan, Optg. Porter N. L. Woods, Storeman J. P. Williams.

### AIR FORCE

Booking Porter L. J. Allan, Lad Labr. K. P. Blake, Cas. Labr. T. Prouse, Clerk M. C. Smith.

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

**ALL MAKE AN ENEMY OF WASTE . . . NOW!**

# The Victorian Railways NEWS LETTER

June, 1940

Issue No. 118

## ALL CAN HELP NATION THIS WAY

### Buy War-Savings Certificates!

As this is written, the German legions are pounding their way into the heart of Belgium and France, leaving in their wake a spectacle of fire and savagery, suffering and ruin that will never be effaced from the memory of man: We feel that the united power of the two great democracies of Britain and France, standing shoulder to shoulder in a Cause which means no more than the right to live our own lives in our own ordered way, will yet throw back those grey, helmeted waves in defeat and end for ever the barbarism that masquerades as a new culture and civilization. Obviously the task will not be easy. It will call for the concentrated effort of the British Empire and her Allies, for the superior courage and stiff, heroic resolution that have never failed our people through hundreds of years of our history.

For Australia enjoying the liberties and the pleasures made possible under the British Flag, there can be no such cowardly escape as the role of a mere spectator in this terrible conflict. Britain's and France's war is our war. It is in the finest sense a holy war, a war against the elevation of violence, murder and low gangster treacheries to the status of a philosophy, and it is our simple duty to contribute every ounce of man power, every penny of our money that we can possibly spare for so great a purpose.

Like all other Australians, railwaymen must ask themselves what they are doing towards winning this war. Some have already enlisted for service, many others will don the King's uniform as time goes on, but there must always remain a considerable percentage who for various reasons cannot join the colours.

To these the Commissioners appeal to contribute all that they can towards the funds of war. Buy War Savings Certificates. A War Savings Group, affiliated with the State War Loan Committee, has been formed in the Department. The certificates are free of Commonwealth and State Income Tax. The investor purchases today for 16/- a Commonwealth Government security for which he receives £1 at the end of 7 years from the date of purchase. Certificates can be purchased for the following prices:—

£1 certificate for 16/-	
£5                    "	£4
£10                   "	£8

Every railwayman who can is urged to purchase a certificate and go on purchasing. It is a sound and remunerative investment, a valuable substitute for the family money-box, and is guaranteed by the Commonwealth Government. If you are unable to buy a certificate outright, you can make arrangements to have an agreed-upon sum deducted fortnightly from your pay-roll, and you will secure your certificate as payment is completed. For example, 2/- per pay for eight pays will purchase a £1 certificate. If through some unforeseen misfortune or disability you are unable to continue your payments and wish to withdraw any contributions standing to your credit, such money paid will be returned in full.

Certificates may be cashed in Australia free of exchange for the following amounts at any branch of the Commonwealth Bank of Australia, at any other Bank or State Savings Bank, or at any Money Order Post Office.

	Denominations:		
	£1	£5	£10
	£ s. d.	£ s. d.	£ s. d.
Within one year from the date of purchase	16 0	4 0 0	8 0 0
At the end of 1 year and before the end of 2 years	16 6	4 2 6	8 5 0
At the end of 2 years and before the end of 3 years	17 0	4 5 0	8 10 0
At the end of 3 years and before the end of 4 years	17 6	4 7 6	8 15 0
At the end of 4 years and before the end of 5 years	18 0	4 10 0	9 0 0
At the end of 5 years and before the end of 6 years	18 6	4 12 6	9 5 0
At the end of 6 years and before the end of 7 years	19 3	4 16 3	9 12 6
At the end of 7 years	1 0 0	5 0 0	10 0 0

No person may purchase or own more than 250 £1 Certificates or their equivalent. Certificates are payable to bearer and transferable by delivery.

Fill in the enclosed form and forward it to the Auditor of Expenditure, Room 175, Railway Offices, Spencer Street, Melbourne. Within a few days the District Accounting Officers and Stationmasters will be in a position to explain any feature of the scheme about which you may be doubtful.

## "News Letter" Representative With The A.I.F.

"THE News Letter" has pleasure in announcing that it will have an official correspondent in the 2nd Railway Construction Company which will serve overseas with the A.I.F.

With the ready approval of Major P.S. Robinson, M.C. (Officer Commanding the Company), Lieut. W. J. Hill has kindly consented to correspond with the "News Letter" keeping railwaymen informed of incidents and developments in a Unit including over 100 of our colleagues.

As far as Lieut. Hill's duties permit, he will from time to time send personal notes regarding the doings of railwaymen in the Unit. Consistent with censorship limitations, he will also give pen-pictures of the Company's operations wherever it may be for the benefit of readers of the "News Letter."

### Write Overseas!

Railwaymen in the service will, we feel sure, be glad to hear of this development. We suggest that you reciprocate this gesture by writing regularly to friends in the Railway Unit or in any other part of Australia's fighting forces. Letters from the homeland will, for obvious reasons, be especially welcome.

Lieut. Hill, who served for over four years with the A.I.F. in the last war and returned with the rank of Lieutenant, re-enlisted for the present war in December last as a Sapper in the Royal Australian Engineers. When the Railway Unit was being formed, he was selected as a commissioned officer.

### Engineering Work



His railway career began in 1913 when he joined the Way and Works Branch as a junior clerk. On return from active service in 1919, he became a chainman. Appointed Engineering Assistant in 1921, he was in 1938 promoted to Engineer.

At the time of his enlistment, he was Assistant Metropolitan District Engineer. On many occasions he has acted as District Engineer at Ballarat and Bendigo. For some time he was a Bridge Inspection Engineer in various districts.

Lieut. Hill's engineering and soldiering qualifications should make him a tower of strength to his Officer Commanding (Major Robinson). Added to these qualities is a flair for writing which should guarantee informative accounts of the Company's activities.

## We Wish: "A SAFE, SPEEDY TO THE 2nd RA"



Of the 305 men in the Company, 103 are Victorian Railwaymen, who are more than 70 men from South Australia, many of them being railwaymen.

## IN GRATEFUL ACKNOWLEDGMENT

### "Confidence Thoroughly Justified"

THE Commissioners wish to express their gratification at the manner in which all sections of railwaymen who were concerned rose to the occasion, under the difficult conditions associated with the recent strike at the coal mines.

The rapid organisation of firewood supplies imposed a heavy load not only on Stores officers but also on many members of station staffs and track force. The successful utilisation of such supplies demanded great adaptability and resourcefulness from enginemen, and train crews generally showed the utmost vigilance in the prevention of fires.

In other directions the unavailability of fuel brought discomfort which has been cheerfully borne.

The Commissioners had every confidence that all railwaymen who were affected would respond to the demands made upon them by reason of the emergency. Events proved that confidence to be thoroughly justified, and the Commissioners desire to thank all those who so cheerfully co-operated in meeting a difficult situation.

N. C. HARRIS, Chairman.

M. J. CANNY, Commissioner.

R. G. WISHART, Commissioner.

## Mt. Buffalo Ready For Snow Sports

AFTER a record-breaking run of visitors to Mt. Buffalo National Park since last spring, The Chalet will soon be welcoming the vanguard of winter snow sports enthusiasts.

Besides heavy advanced bookings for individuals and small parties, there are 12 tours arranged or planned by the Victorian Government Tourist Bureau and Branch Offices in which over 650 people from all parts of the Commonwealth will participate.

This year there will be three splendid ski runs available: The Cresta, Cathedral and Dingo Dell Runs. The lastmentioned is a new run conveniently situated only three miles from The Chalet and reached by a road open for the first time to private car traffic.

Once again a Ski School will be an outstanding attraction for visitors. Instructors will demonstrate the latest—and easiest—way to enjoy all the thrills of this exciting pastime. In the four years the School has been functioning, over 3,500 people have received instruction, and most of them have become enthusiastic skiers.

### Skiing Facilities

Visitors to Mt. Buffalo National Park need not necessarily bring their own skiing equipment. In the well-equipped Sports Room there are over 300 pairs of ski and 450 pairs of boots as well as other snow sports material, available for hire at reasonable rates. A Drying Room for skiers' wet clothing, also a Ski Waxing Room are available for guests.

## AND TRIUMPHANT RETURN" BY CONSTRUCTION COMPANY



and in Page 4 of this issue. Included in the remainder of the personnel  
was taken at the Caulfield Racecourse where the men were encamped )

### MAJOR ROBINSON'S MESSAGE TO RAILWAYMEN

**A**T the time of his military appointment, Major P. S. Robinson, M.C. was the City Engineer of the Melbourne City Council. His wide engineering and administrative ability, together with the experience gained during his three years' service with the A.I.F. in the last war, render him particularly well-equipped for the important tasks ahead of him.

"ALL railwaymen, I imagine, have a more than ordinary interest in the Railway Construction Company which will serve overseas with the A.I.F. Quite apart from the personal links with the men themselves, the formation of this Company is a reminder that even in the actual fighting zones railways play a most important part.

"Everyone in this Company is conscious that before him lies the opportunity of adding another chapter to the magnificent work performed by the railway units in the last war. That we can at least equal their achievements is our ideal. I am certain we will reach that goal because the men of the Victorian Railways, in their peacetime jobs, have always shown their will to work as an enthusiastic team.

"To me personally it is a proud honor to be in charge of such an excellent body of men—many of them your colleagues. I am satisfied that they have the skill, knowledge and adaptability to answer every demand placed upon them, regardless of prevailing conditions.

"I know that when the time comes for us to leave for abroad we will carry your warmest wishes and your unflinching interest in our welfare and progress. We, too, wish you all the best, coupled with this thought: A grim task lies ahead before victory can be won and, to provide for all eventualities, anything you can do to maintain and increase the efficiency of your great railway system will be of supreme importance."



### FACTS ABOUT WORKERS' COMPENSATION

**S**INCE the Workers' Compensation Act was passed in 1914, cases in which legal proceedings have been taken against the Commissioners have averaged less than one per annum.

Because two decisions were recently given by the State Workers' Compensation Board against the Commissioners, it has been suggested in some quarters that the Department has adopted a new policy of forcing employees or their dependants to take legal proceedings to establish their claims. **THAT IS DEFINITELY NOT THE CASE.**

In the two instances referred to, certain vital evidence given at the hearing by the Workers' Compensation Board had never been placed at the disposal of the Commissioners.

With a staff of 24,500, it is inevitable that instances will arise in which the facts are not clearly established, or in which there are differences of medical opinion.

In the 2,300 applications for accident pay which were dealt with during the last calendar year, however, it was only in a very small percentage of cases that any difference arose with respect to liability.

This is a clear indication of the broad and humane policy which has been followed.

The Commissioners wish to assure the staff that that policy will be continued, and only in isolated cases, after every effort has failed to remove reasonable doubt, will it be necessary for the facts to be determined by the Workers' Compensation Board.

### How Coal Strike Affected V.R. Service

**T**HE coal strike is over and we may now take a retrospective look at the railway position during a period when every device was necessary to conserve the dwindling stocks of coal.

Drastic restrictions in the timetables quickly reduced country and suburban passenger services by over 70,000 train miles a week. Goods services were severely cut, but always with the aim of securing a balance of loading on the "up" and "down" journeys. By this means the movement of empty trucks was closely controlled.

A number of commodities were not accepted in the "down" direction and when trucks were available other goods were dealt with on a priority basis in the "up" direction. Perishables were given absolute priority, but commodities such as firewood and wheat were severely restricted.

Manure urgently needed in the country was rationed during March and April but deliveries were abreast of requirements early in May.

#### Livestock Traffic

There was a 20 per cent. reduction in the livestock trucks available for moving fat stock to markets. The "store" stock traffic was restricted to "down" movements when trucks were travelling to pick up fat stock and cross country transport of livestock was eliminated.

The passenger restrictions covered all lines and all special services including the popular Sunday trains to the country.

Another method of conserving the coal was the substitution of wood on pilot engines and various goods services. It requires three tons of wood to do the work of one ton of coal.

The use of wood also involved special stacking in the tenders—a difficult job for which gloves were provided to guard against splintered hands—and there was the further disability that emergency dumps of firewood had to be provided at various points *en route*.

#### Tons Of Wood Fuel

Nevertheless, the expedient of using wood (8,000 tons of wood a week were going into the furnaces towards the end of the strike), brought the average weekly consumption of coal down from 7,850 tons to below 2,000 tons a week.

A magnificent result—and the success of the wood fuel was further evidence, if evidence were needed, of the adaptability and devotion to duty of the train crews—the drivers who skilfully nursed their locomotives in all sorts of weathers and situations and the firemen (sometimes two firemen per locomotive on heavy runs) who worked like beavers to produce the best results under adverse conditions.

## MORE V.R. ENLISTMENTS FOR OVERSEAS

WHEN this issue went to press, 410 Victorian Railwaymen had joined the various Australian fighting forces since the outbreak of war in September. Latest enlistments are as follows:—

### RAILWAY UNIT

Platlayer C. R. Allen; Apce. B'maker J. Anderson; Labr. T. A. Armstrong; Repr. R. E. Belcher; Labr. R. H. Blomfield; Signalman E. D. M. Bowkett; Stryker L. H. Bunning; Fitter J. C. Bloy; C. & W. Bldr. A. E. Brookman; Repr. G. M. Buchan; Platlayer J. H. Brown; App. F. and Turner H. R. Byron; Skd. Labr. W. J. Byrne; Signal Adjr. D. Blackshaw.

Springmaker A. C. Cook; Actg. Ganger W. J. Carolane; Rivetter W. H. Christie; Truck Dvr. A. B. Chalmers; Repr. D. Chirgwin; Ganger E. G. Caldwell; Clerk N. S. Cannon; App. B'smith K. Canning; B'maker W. A. Case; Cleaner J. F. Culph; Labr. C. H. Day; Surveyor H. Duncan; Car Cleaner O. O. Devlin; Repr. F. M. Dimond; Rail Motor Dvr. J. A. Denham; Office Cleaner C. M. Dixon.

Reprs. W. J. Etherington and C. L. Evans; Welder J. F. Finlayson; Driver J. H. Fitch; B'maker's Help T. O'S. Flannery; Platlayer D. J. Franklin; Repr. C. A. Gardner; Actg. Platlayer J. E. Gladman; Platlayer P. H. G. Glenister; B'maker's Help W. J. Guy. Asst. Metro. Dist. Engr. W. J. Hill; Fitter's Asst. H. W. Hayes; Reprs. J. R. Hall, F. W. Hall, P. G. Hale, P. V. Harper, E. C. Huber, G. S. Jeffery and F. Jordan; Turner G. R. Jones; L.H. Platlayer W. H. Jackson.

Reprs. P. H. Kraft, J. L. Klemm and C. J. Killham; Actg. Platlayer J. K. Kirkby; Reprs. J. P. Laidlaw, L. A. Lawley and R. Leahy; Fireman O. V. Lewin; Repairer W. M. Lucas; Carpenter A. Lillico; Repr. C. A. Lyons.

Platlayers S. S. Martin and J. P. Maher; Chainman A. T. Mackay; Actg. Stryker J. D. Mackay; Carpenter J. P. Mackrill; Cleaner W. J. Mackenzie; Welder and B'maker W. P. McGrath; Coppersmith's Asst. W. D. McMillen; Painter I. D. McLeod; Cook J. Mizzi; Fireman J. D. O'Leary.

Ganger L. A. Perry; Reprs. R. Porter, G. R. Palmer and A. S. Powney; Bridge

Labr. W. J. Purcell; Fitter L. Robertson; Repr. T. G. Robinson; Skd. Labr. J. D. Rule.

Ganger R. J. Stanley; Clerk L. H. Stirling; Reprs. T. L. Scott and L. S. Simmons; Labr. L. A. Skevington; Repr. M. Scott; Labr. H. R. Snow; Repr. M. A. Turner; Cas. Labr. H. E. Thomas; Actg. Platlayer A. J. Tomlinson; Fitter's Mate D. Tulloch; Clerk L. W. Telford.

Cleaner W. G. Wall; App. B'smith A. E. Wareham; Reprs. L. E. Wakeling and L. M. White; Ganger A. H. Wilson; Chairman T. P. Whelan; Cleaner A. R. Wood; Ldg. Platlayer K. Whiteley; Repr. A. C. Young; Actg. Dvr. J. A. Yorston.

### A.I.F. (Various Sections)

TYPEWRITER Mechanic E. J. Atkinson; Cas. Labr. W. Bruce; C. & W. Bldr. R. F. Bassett; Mtr. Lorry Driver W. Barbour; Lad Porter A. C. Clements; Cas. Labr. L. Cober; Goods Guard J. H. Douglas; Trn. Exmnr. C. E. Dargatz; Cas. Labr. J. W. Francis; Porter L. J. Goldsworthy; Cas. Labr. T. E. Hynes; Optg. Porter J. W. Haines; Porter J. Hay; Labr. E. Harkins; Goods Checker W. R. Kealy; Eng. Cleaner L. G. Kloester; Repr. C. A. Kelly.

Labr. R. Mills; Porter J. E. Mortimer; Clerk I. R. MacLean; Asst. S.M.J. Mackinlay; Vanman C. Nye; Lad Labr. W. A. Nelson; Eng. Cleaner K. O'Farrell; Porter E. O. Peers; Shunter F. H. Pritchett; Billposter P. Legge; Cas. Labrs. A. G. Peart, L. M. Pleydell, V. Romeo, F. Shaw, Lad Porter V. M. Smith; Cas. Labrs. F. H. Whitaker, S. J. Wright and H. Wilkins; Clerk N. J. Young.

### Air Force

REPR. W. H. Collins; Labr. J. L. Carrick; Cas. Labrs. D. Cole and E. Cleary; Repr. L. L. Horley; Cas. Labr. R. C. Kilby; Clerk J. T. Kearney; Clerks A. R. Matthews and C. W. Miller; Repr. R. Panatier; Lad Porter R. A. Parkinson; Kitchen Boy J. Sharples; Clerk K. A. Richards; Repr. J. C. Richmond; Cas. Labr. W. C. Turnbull; Apce. F. & T. J. A. Williams.

### Navy

Labr. W. H. Brooks.

## RAILWAY LINK WITH FOOTBALL STRATEGY

A LEAGUE football pennant may hinge on the Spencer Street station grill room. That, at least, is the view of the Carlton Football Club Committee who believe they have solved the vexed problem of defeating Geelong on the latter's home ground. In brief, the tactical move embraces two main points:—

Let a dietician advise on the last meal the players have before the game starts; and

See that the players have that meal before making the 45-mile rail journey to Geelong.

For the first game of the present season, the Carlton Club followed this new policy. The players had their mid-day meal at the Spencer Street station grill room—and they defeated Geelong on the Pivot ground for the first time since 1935 . . .

Previously, the team travelled by the 11.10 a.m. train to Geelong; had their meal on arrival at the station refreshment rooms between 1-1.30 p.m.; and then began the match at 2.45 p.m. "The latter interval was so short" said Mr. N. S. Chandler (Providence, Refreshment Services Branch and a Vice-President of the Club), "that our players appeared to be lethargic."

So, on the advice of a doctor and a dietician, the Club decided the team should dine before

departing from Spencer Street, "with immensely satisfactory results," beamed Mr. Chandler.

Mr. P. J. Mitchell (Secretary, Fitzroy Football Club) has written to the Commissioners expressing warm appreciation of the services accorded the team when visiting Geelong last month.

Special mention is made of the meals provided by the Spencer Street and Geelong station refreshment rooms. "I am sure," said Mr. Mitchell, "that if we could be sure of winning at Geelong—a rarity for my team—the rail trip to Geelong would be the feature of our season."

## Over Half A Century

A MARATHON railway career of 50½ years ends this month when Mr. S. C. Rosier, of the Rolling Stock Accounts Division, retires from the service. With his retirement, the Department loses a clerical officer whose knowledge of technical affairs was above the average. For many years he was closely associated with a succession of Chief Mechanical Engineers for whom he performed much valuable and varied work. Soon after joining the Department in 1889, he was transferred to Head Office as a shorthand writer—a rare accomplishment in those far-off days of slow, copperplate penmanship. As a youthful shorthand writer, Mr. Rosier was connected with the Victorian Institute of Engineers, and here was laid the foundation of the wide knowledge he possessed of technical subjects. Mr. Rosier will leave the service with the warmest wishes of a wide circle of friends. —R.S.B.

## Mr. W. Fitzpatrick's Death

IT is with profound regret that we record the death last month of Mr. W. F. J. Fitzpatrick, who was Chairman of Commissioners from 1910 to 1915. He was 86 years of age. Mr. Fitzpatrick is survived by his wife and three daughters, and on behalf of the Victorian Railways service, the "News Letter" extends to them sincere sympathy in their great loss.

To the brief outline in the April issue of the "News Letter" of Mr. Fitzpatrick's distinguished railway career, must now be added a tribute to the public spirited work he performed since the end of the Great War. The repatriation and vocational training of soldiers absorbed much of his time and talents.

Mr. Fitzpatrick was the first Chairman of the Victorian Vocational Training Committee

## How U.S.A. Railroads Get More Business

LATEST advices from overseas bring news of an interesting innovation by eleven American railroads in conjunction with a nation-wide motor company. From May 1, a "Train Auto" Service was introduced, the extensive publicity campaign being based on the slogan:

TO YOUR DESTINATION . . . BY TRAIN.

AT YOUR DESTINATION . . . AN AUTO.

Designed to cover 150 cities, the new service is regarded as the railroads' answer to the traveller who likes a motor car at certain points, but dislikes driving the long intermediate distance. "The possibilities for business and pleasure travel are unlimited," it was stated.

Under the new system, the passenger may arrange, when buying a rail ticket, to have a current-model, five passenger sedan car waiting when he reaches his destination. The passenger must produce his identification card or a cash deposit, when the keys of the car are handed over to him.

The sedans do not have signs painted on them, nor are they painted in any unusual colour. They look exactly like privately-owned cars.

For one or up to five persons, the rates for the hire of a motor car, including petrol, oil, maintenance and insurance protection, range from the equivalent of 3/6d. for one hour (10 miles) to £2/5/- for 24 hours (135 miles). For one week, a charge of approximately £5/10/- provides for 350 miles of travel in the car.

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



## LEAVE FOR NAVAL, MILITARY AND AIR FORCE DUTY.

Previous instructions governing leave for defence purposes have been rescinded and the following Direction will now apply :—

### Officers and Employes called up or enlisting for active service abroad with the A.I.F., R.A.A.F., or Naval (Seagoing) Forces.

(1) Permanent Officers and Employes, and Supernumerary Employes with at least 12 months' continuous service prior to the commencement of defence duty, whose services can be released, shall be granted any annual leave actually due in respect of any year prior to that in which defence duty is commenced, and a full period of annual leave, or any portion thereof not already taken, in respect of the year in which defence duty is commenced.

(2) After any annual leave, as set out above, is exhausted, special leave will be granted for the balance of the period of defence duty on the following conditions :—

- (i) Where the defence pay (including allowances) is less than the railway pay, this Department will make up the difference for the first 16 calendar days, and thereafter for the first 16 days in each calendar year during the period of absence on defence duty, subject to the proviso that the difference between defence and railway pay will be payable only for a maximum of 16 days in any calendar year.
- (ii) The balance of the leave will be without pay.
- (iii) During defence leave, the Department will pay the superannuation contributions of any permanent officer or employe concerned except as shown hereunder :—

#### Where defence pay (including allowances) is less than railway pay :

The officer or employe will require to pay the contributions falling due during any period immediately following annual leave in respect of which the Department makes up the difference between defence and railway pay.

#### Where defence pay (including allowances) is not less than railway pay :

The officer or employe will require to pay the contribution falling due during the 16 calendar days immediately following annual leave.

- (iv) During absence with the defence forces, any officer or employe shall be deemed eligible for any increment which he would have received but for his enlistment, and any such increment will be taken into consideration in computing any difference in pay for the 16-day periods referred to above.
- (v) The claims of any permanent officer or employe eligible for promotion will be fully considered in connection with any vacancies which occur during his absence on defence duties, and on resumption of his Departmental duties, he will be granted retrospectively any promotion to which he

would have become entitled but for his enlistment, provided, of course, he possesses the requisite qualifications. Otherwise he will be reinstated in the grade or class which he occupied at the date of ceasing work.

Due consideration will be given in any instance in which an officer or employe may have been prejudiced in the matter of qualifying for higher positions by prolonged absence for defence purposes.

Vacancies created by enlistments will be filled, if necessary, by temporary appointees.

- (vi) So far as is practicable any supernumerary employe, who is granted leave to enlist, will be reinstated in the grade occupied by him prior to ceasing work or in another position of equivalent status.
- (vii) For all purposes such as the computation of sick leave credits, advancement in the number of days' annual leave, promotion, seniority, etc., service with the defence forces will be regarded as railway service.
- (viii) Any Apprentice who is granted leave to enlist will require to make up any time lost (over and above that allowed under the standard conditions governing apprenticeship), except where the work performed with the defence forces is equivalent to apprenticeship training, before he can be regarded as having completed his apprenticeship, but the time served with the defence forces will be credited for increment and seniority purposes as railway service.
- (ix) To help officers and employes who have been paying their life insurance premiums, etc., in fortnightly instalments through the Departmental payrolls, the Comptroller of Accounts will, if desired by the officer or employe, receive from him or his representative the fortnightly instalments. The Department will not accept responsibility for any instalments not so paid by the officer or employe.
- (x) The Comptroller of Accounts will notify the Taxation Commissioner of any amounts deducted through the payrolls for income tax purposes up till the date on which an officer or employe ceases to receive payment from the Department.

During the absence on leave for defence purposes of any permanent officer or employe or supernumerary with at least 12 months' continuous service prior to the commencement of defence duty, his wife and dependants will be granted the same pass concessions as if he had continued his normal duties and received his annual leave in the usual way.

The principles set out herein are applicable as from 24th September, 1939, and where additional annual leave is now due under these conditions it should be credited immediately following the last date for which payment has already been made for annual leave, or in respect of the difference between defence and railway pay.

### Leave for Officers and Employes called up or enlisting for Home Service.

(3) Permanent officers and employes, and supernumeraries with at least 12 months' continuous service prior to the commencement of defence duty, who are called up or who enlist for Home Service with the Naval, Military or Air Forces, may be granted leave on the same conditions as are applicable to officers and employes who enlist for active service abroad, with the following modification as from 13.6.1940 in respect of contributions to the Superannuation Fund :—

- |  |   |
|--|---|
| (a) Where defence pay is not less than railway pay | The officer or employe must pay his own contribution to the Superannuation Fund.  |
| (b) Where defence pay is less than railway pay     | The Department will make up the contributions payable during the period of leave without pay to the extent that defence pay is less than the railway pay. |

### Officers and Employes called up periodically for defence training purposes.

(4) Permanent officers and employes, and supernumeraries with at least 12 months' continuous service prior to the commencement of defence duty, who are called up periodically for training purposes with the Naval, Military or Air Forces, may be granted leave on the following conditions, viz. :—

- (i) Any annual leave actually due or which becomes due during the period of training may be granted on application.
- (ii) The Department will make up the difference between the defence pay (including allowances) and railway pay for one period of 16 calendar days in each calendar year in which they are called up, but the balance of the leave will be without pay.
- (iii) The principles set out in clause 3 in respect of contributions to the Superannuation Fund by officers or employes on Home Service will apply also to men called up for periodical training.
- (iv) The general principles laid down in clause 2 in respect of promotion, seniority, increments, sick leave and annual leave credits will apply to officers and employes granted leave for training purposes.

### Procedure to be adopted in respect of the payment of the difference between railway and defence pay.

- (5) (i) Where the officer or employe concerned is in camp in Australia he must furnish a certificate from a responsible officer of the unit to which he is attached covering the 16 day period for which payment is due, showing the amount of defence pay, including allowances.

- (ii) Where payment cannot be effected because of the absence overseas of the officer or employe concerned, the amount due will be calculated by the Comptroller of Accounts, after consultation with the Defence Accounting Authorities, and paid into a Treasury Trust Fund, from which payment will ultimately be made to the officer or employe concerned after his return to Australia, or to his executors in the event of his decease.

### Application for leave and certificate of release.

(6) By arrangement with the Department of Defence, recruiting officers will not enlist railway officers and employes in reserved occupations unless they produce a certificate of release from this Department. Officers and employes who desire to enlist should therefore ascertain from their supervising officers whether they require a certificate of release, and in all cases they must submit an application for leave before actually ceasing duty.

### Position of Supernumeraries and Casuals with less than 12 months' service.

Numerous enquiries have been made by supernumerary and casual employes with less than 12 months' service, who desire to enlist for defence service, as to their position in respect of re-employment and seniority after release from defence duties.

The standard conditions agreed upon by a Conference of the Commonwealth and State Governments regarding leave for defence service are applicable to supernumerary employes only if they have had at least 12 months' continuous service at the commencement of defence duty. Even these employes cannot be guaranteed reinstatement regardless of conditions, as the employment of supernumeraries or casuals at any time is governed by many factors, including the volume of business and the financial position.

The situation is complicated by the fact that many supernumeraries who were engaged to replace other supernumeraries who enlisted, have themselves enlisted and seek to be given the same assurance of reinstatement as the employes whom they replaced. Obviously, it is not possible in such cases to promise that all these men can be re-employed on their release from defence duty.

With a view to dealing with the matter as sympathetically as possible, the Commissioners, however, have decided that supernumerary and casual employes who have been at the beck and call of the Department for at least 6 months prior to enlistment shall not be regarded as having been dispensed with, and that their names be retained on the Departmental records.

When such employes again present themselves for work, their claims for re-employment and their former seniority will be considered on their merits and everything that is reasonably possible will be done to ensure that they are not disadvantaged as compared with other supernumeraries and casuals who started in the Department after them.

# The Victorian Railways NEWS LETTER

July, 1940

Issue No. 119.

## Premier's Message To The Public Service

**A**s members of the British Empire we are fighting for our very existence. If the war is lost everything is lost. It will be won only if all of us are prepared to throw everything we possess into this titanic struggle to defend civilisation. Many have already answered the

call to the colours, whilst others are waiting, ready to give their all, as soon as they are called. Many, for various reasons, are precluded from taking an active part in the fighting forces. But all of us can and must contribute everything within our power to the national effort.

I believe that right must and will prevail. But without the devoted service of men and women prepared to give to the utmost to achieve a common end—the maintenance of freedom—even right cannot prevail. Ours is a tremendous responsibility. Let no one be in doubt about the issues at stake. We are fighting for our own self preservation, and in this hour of peril we must all play our part.

The Commonwealth Government has asked the people of Australia to contribute voluntarily through the purchase of War Savings Certificates an annual amount of at least £10,000,000 towards the cost of the war. Victoria's share of this amount is £2,750,000 and I ask you all to support the War Savings Campaign realizing that by purchasing War Savings Certificates you are doing your share in maintaining and expanding the supply of munitions, planes and other equipment for our forces. Groups have been formed in all departments to enable you to purchase certificates by instalments and I urge all members of the Service to take advantage of this scheme.

**Australia must be armed to the limit of its capacity and the responsibility of determining that limit falls upon you and me. Let us not fail to see that it does not fall short of the strength of our enemies. If we have the will to win, victory shall be ours.**

A. A. DUNSTAN,  
Premier

## VARIED WAR EFFORTS BY RAILWAY STAFF

**N**EEDLES will be working hard in many dimpled hands now. The railway girls have got together and the result of two enthusiastic meetings is the birth of the Railway Soldiers' Comforts Club which has the premier purpose of knitting socks and other woollies for railwaymen serving abroad. The girls will also collect books, magazines and other articles for the pleasure and comfort of our soldiers.

All girls concerned are contributing a fixed sum from each fortnightly pay to buy wool. They already have a good sum in hand, but as enlistments increase, more money will be required, and the ladies therefore cordially welcome any assistance from railwaymen in the service. The President of the Club is Miss M. Fowler (Accounts Branch), the Treasurer Miss D. Smith (Accounts Branch), the Secretary Miss A. G. McKenry (Secretary's Branch), and they are assisted by an active Committee.

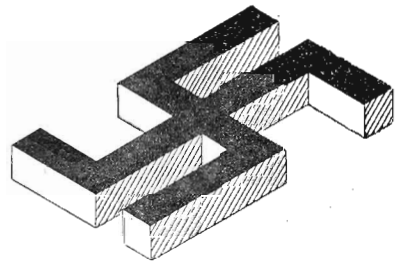
The Victorian Government Tourist Bureau has also organized a branch of the Australian Comforts Fund. Under the Presidency of W. T. McConnell, the Manager of the Bureau,

assisted by L. J. Wright (Assistant Manager) as Vice-President and a well-organized committee, 45 willing members have already been enlisted.

This branch of the Comforts Fund promises to help this great war charity with a series of social functions, the first of which will be a crazy whist evening at the Victorian Railways Institute, Flinders Street Station, on Thursday, July 11. Lady members of the branch are energetically adding to the growing mountain of socks, balaclavas, scarves, etc., and contributions in cash are also being made.

Last Christmas the staff in the Spencer Street Main Refreshment Rooms clubbed together and sent half-a-dozen hampers to soldiers at Puckapunyal. Grateful acknowledgment of this gesture has resulted in another half-dozen hampers going forward—this time to Palestine—with the best wishes of these generous workers.

The waitresses of the Flinders Street Refreshment Room were also responsible for an excellent patriotic gesture. The overtime earned on the King's Birthday holiday (they receive time-and-a-half on holidays) was donated to the War Comforts Fund!



## UNDER THE SIGN OF THE DOUBLE CROSS

The Production  
Of Lies and Rumors is a  
National Industry

\* \* \*

All that is necessary  
to become a Customer is a  
Ready Ear and  
Unbounded Credulity

## IMPROVED TRACKS AT JOLIMONT JUNCTION

**I**MPORTANT reconditioning and draining work on a 1,000-foot section of double track at Jolimont Junction has just been completed. During the work, on which 90 Unemployed Relief Workers were engaged for eight weeks, delays to certain suburban trains were unavoidable.

In order to cause as little inconvenience as possible to the travelling public, however, all the men with the exception of a few required for safety purposes were withdrawn between 7.30 a.m. and 9 a.m. and were set working in other than main line tracks. Twice a week between midnight and 5 a.m., men were employed for the clearing of spoil.

Waterlogging of the road-bed beneath points and crossings made the work particularly urgent. In July and August of last year, 1,000 feet of the Oakleigh lines in this section were treated and the work just completed was on the Box Hill tracks.

### Better Drainage

In carrying out the work, the old ballast was removed and the road-bed was excavated to a depth of 12 inches beneath the timbers. The formation was then graded and treated with ashes, the grade being towards a sub-drain which was laid in the 6-foot space between the tracks. The sub-drain was constructed with 6-inch stoneware pipes, open-jointed and surrounded with spalls.

This sub-drain was graded to outlet drains which carry the water to the main outlet drain on the south side of the railway lines. The water flows beneath Jolimont Road and ultimately finds its way to the River Yarra.

In addition to the benefits of vastly improved drainage, the reconditioning work on these tracks will have the effect of improving running conditions and reducing the wear on points and crossings and the maintenance in packing up the tracks. It is hoped that when more Unemployed Relief funds become available, further work of a similar nature may be undertaken.

### SERVICE

**SIR**—I beg to bring under notice the kindness, thoughtfulness and consideration shown by Mr. R. E. Brown, Motorman, Tramway Depot, Elwood.

My wife tripped in a hole on the footpath, fell heavily and sustained serious facial injury, when proceeding to join a tram at the corner of North Road and St. Kilda Street.

Mr. Brown was in charge of the tram. He held it up while he assisted my wife to her home and arranged about calling the doctor.

When the tram arrived at Elwood Depot and he was released from duty, Mr. Brown promptly drove his car to the Albert Park golf links and conveyed me from there to my home.

My wife and I feel very grateful to Mr. Brown, and we would be pleased if our thanks are officially conveyed to him.

—Mr. P. J. Carolan, of 22 North Road, Brighton, writing to the Secretary for Railways.

## KEEP JULY 8 FREE!

**T**HE Council of the Victorian Railways Institute has decided to convene a general meeting of railwaymen at the Institute Concert Hall, Flinders Street Station, at 8 p.m., on Monday, July 8, to discuss the formation of a representative State-wide Railway Organization to raise funds for Red Cross, War Comforts and Patriotic purposes, and to co-ordinate and assist various railway patriotic movements now in operation.

Representatives of all railway industrial, charitable, recreational, musical, educational and welfare organizations will be invited to attend, but the meeting will be open to any member of the railway service and his family.

## Mt. Buffalo National Park On Films

**A**S a further means of popularizing Mt. Buffalo National Park as an all-the-year resort, two films have recently been produced by the Department. One, a sound film, is a standard size feature short which will be displayed in theatres throughout the Commonwealth. The other, a silent film in colour, will also receive Australia-wide display in schools, clubs, etc., through the branch offices of the Victorian Government Tourist Bureau in every State capital.

The skiing season is now under way at Mt. Buffalo. In addition to the new ski run at Dingo Dell, as announced last month, several improvements have been effected recently which will be especially appreciated by day visitors.

## Floral Decorations In "Spirit Of Progress"

**T**HE Parlor Car on "Spirit of Progress" is now supplied regularly with magnificent floral decorations from the world-famous Conservatory at the Fitzroy Gardens. This arrangement has been made through the courtesy of the Melbourne City Council.

Of special interest to Interstate and overseas visitors, the blooms—which are neatly labelled with their botanic names—are a striking advertisement for the Conservatory.

To a large extent, the type of flowers exhibited reflects the prevailing display at the Fitzroy Gardens. Magnificent "Glorie de Lorraine" Begonias are now being shown. They will be followed by Poinsettias, Primulas, Cyclamen, Schizanthus, Calcolarias, Hydrangeas, etc., most of which are hot-house pot plants, particularly suitable in the air-conditioned atmosphere of the parlor car, and are changed at frequent intervals.

The conductor is furnished with information which enables him to answer travellers' questions.

## UNIFIED EFFORT

**T**HE tragic elimination of France as a partner with Britain in the war. Without doubt, the most honourable war-scarred record of the thickest self-complacency, strong and resolute in the task of going until the grey-helmeted terror is the gathered might of Germany's courage that is impregnable to the

**F**OR Australia the threat means a and material, and the response with the virtue of our Cause. Under the broadcast of the Prime Minister June 16, we are about to give our giving until victory is won. Many of others under new conditions (this issue) will be carried on apace, with contributing to the War Loans, purchasing War Savings Certificate

**T**HIS is a promising beginning to do everything—even temporary may exist when the world re-avocations again.

## Only A Shilling

**J**UST that amount deducted from your fortnightly pay will enable you to purchase in the period sixteen weeks a £1 War Savings Certificate. Actually you only pay 16/- for a certificate which will be worth £1 at the end of seven months. The return in interest to you is more than that obtainable in the Savings Bank. Further the certificate is free of Commonwealth and Income Tax.

Apart from the value of the investment, there is the satisfaction of having done something for

## LEND TO DEFEND

## All Can Help In

**A**PARAMOUNT necessity in these hard times is to make the most of the war on waste with most intensity in every section of service. One of the easiest of is the carefree use of material in their individual cost may be trivial, but in their aggregate the Department in a large outlay. In this category, paper has a particular significance.

Obviously the clerical demand for paper is considerable. The production of memoranda, reports, circulars, etc., makes a large demand on paper stocks, but with the shortage of supplies and an average increase by almost one-half in the cost of printing and writing papers available the economical use of paper has become a major concern in the Department.

The number of copies of memoranda, etc., must be kept to a minimum and the reverse side of stationery must be used. Old forms, circulars and

## AL FOR VICTORY

with a greatly increased responsibility in the continuance of the most formidable menace in its long history. The challenge have penetrated the minds of men. Britain is facing a partner, Italy, with the starkness of the globe today.

on our resources, moral, physical and spiritual this country's undying faith in the Federal Government and inspired by R. G. Menzies, on Sunday, and munitions, and will go on already enlisted, the enrolment regulations governing service in this for various reasons to serve are Red Cross funds, or are steadily

effort, significant of our readiness of our liberties in order that all men may resume their peaceful

## Week . . . .

at a period when its influence and integrity are threatened by bandit nations that will treat you as ruthlessly and shamelessly as they have bombed millions of people—if they are permitted to invade Australia.

by buying War Savings Certificates today. Every shilling helps. If you can afford more, you can make arrangements for larger deductions from your pay envelopes. Apply to the Director of Expenditure, Room 175, War Offices, Spencer Street, for the deduction you desire.

## RIGHT TO BE FREE

## On Waste, Too!

should be used instead of scribbling. Also the practice of re-using postal envelopes over and over by affixing gummed addressed flaps must be rigidly ob-

where in the Department rigorous systems of economy are observed. Nothing better than the cost of the innumerable envelopes in use on a railway than the illustration which arrests the amount of freight that has to be carried to replace the lost or irreparably damaged:

REPLACE THIS ENVELOPE COSTING 3s.—



TON OF AVERAGE WEIGHT MUST BE CARRIED

## LITTLE PIECE OF PAPER TELLS BIG STORY

Railway's Value In Wartime Shown

# 186 Trains To Distribute Dunkirk Troops In U.K.

British Official Wireless

**W**HILE nearly 1000 ships were employed in bringing the Allied Armies from Dunkirk, 186 trains, comprising nearly 2000 vehicles, distributed the troops to various parts of England in 620 train journeys.

Arrangements for this vast transportation were made in less than seven hours.

The movement of the trains was entirely directed by telephone, most of

the work falling on Mr H. E. O. Wheeler, Superintendent of the Southern Railways, who said today:

"Co-operation between every department on the railways was perfect. Without this co-operation nothing could have been done."

The movement went on day and night for eight days, and there was not a single derailment or engine failure.

High praise was paid to the train staffs, who "worked themselves to a standstill."

The feeding of the tired and hungry troops was arranged at specified halts.

FROM THE MELBOURNE "HERALD"

**A** GAIN, as in other wars, and in other emergencies, railways have been put to the test and have not been found wanting. In the prodigious task of moving the hundreds of thousands of war-worn troops, rapidly carried out with unerring precision and without a single mishap in operation, there are striking proofs of elaborate planning and faultless organization. More than this, the great capacity and remarkable elasticity of a virile railway system has again been vividly demonstrated.

Since the fateful month of September, 1939, it has not been necessary to be a student of military operations to realize that if armaments and munitions are the sinews, railways are the arteries of modern warfare. The daily record of war and of preparation for war, wherever it is taking place, invariably includes important references to railways.

Germany, scheming to plunge the world into carnage last year, included in her budget an amount of £280 millions for the rehabilitation and extension of her railways. In furtherance of her defence plans, Turkey has embarked upon an extensive railway program. The terms of the recent Russo-Finnish treaty leave no doubt as to the fundamental strategic importance which Russia attaches to the Finnish railway system.

The struggle for Narvik was of greater significance because of the railway which links the port with the iron-ore mines at Gallivare and Kiruna.

Between the bombing and burning of cities and villages, the Chinese-Japanese war has been largely a record of contests for the capture or retention of railway lines.

From every theatre of war, it becomes news of first-rate importance when a railway junction is destroyed or captured.

The reason is plain for all to see. It is expressed in the words of a military authority in the United States of America. In his evidence before the Interstate Commerce Commission, Colonel Bramer Taylor, Assistant to the Quartermaster-General, made this unequivocal statement:—

"Our arterial railway system is the backbone of our national and international commerce and of our national defence. All other forms of transport are for us but extensions and auxiliary services, none of which should be permitted to weaken or retard the development of a national system of arterial railways."

### Added Significance

This is most significant, coming as it does from a country where great development has taken place in motor transport and road construction, and where the problem of motor fuel supplies does not exist as here.

Even more to the point was the evidence of Colonel J. C. Frink, Chief of the War Plans and Training Branch of the U.S.A. War Department, who said:—

"The importance of the railroad transportation system in its relation to the national defence can, I think, be summed up in one word—indispensable."

These views are at least equally applicable to Australia. For mass movements involved in military operations, dependence upon the railways as the major transport agency is inevitable. Hence any threat to the efficiency of our railway system is, in very truth, a threat to our national security.

# Railwaymen Responding To Call To Empire's Aid

**WHEN** this issue went to press, an additional 267 Victorian Railwaymen—making a total of 677—had joined the various Australian fighting forces since last month. Latest enlistments are as follows:—

## A.I.F.

**A**CTG. Driver W. H. Swalwell; Asst. S.M.'s H. L. Fisher, W. A. Hales, W. P. Killen; Billposter F. Thessinger; Block Rec'dr A. W. Burton; Car Clnrs. T. J. Derrick, T. J. Farrell; Cas. Labrs. G. E. Alston, H. J. Beale, R. D. Coughlan, C. Duncan, E. D. Evans, J. Farnell, W. C. Griffiths, J. W. Hayward, M. S. Halliday, W. Harrington, H. Kimpton, H. G. McClelland, L. J. O'Meara, H. Orme, W. A. Paterson, J. D. Rutherford, J. A. Smith, L. T. Young.

Clerks C. S. Arliss, K. Batterham, T. L. Bosence, C. J. Bower, P. Brehany, L. C. Cook, L. J. Cox, L. V. Coyle, E. A. Daly, R. R. Gordon, F. D. Hiscock, J. P. James, J. B. Jarman, J. C. Markham, R. B. McKean, V. C. Rose, M. Siggins, R. A. Smith, R. G. Stuart, A. D. Taylor; Coal Stage Employes H. Cracknell, S. W. Henley; Conductor F. E. Tonkin; Elect. Ftr. R. Tresise.

Eng. Clnrs. F. J. Beecroft, A. C. Breen, S. J. Climpson, L. S. F. Curtis, H. R. Drew, R. G. Forbes, R. Hemphill, C. T. Humphries, W. Lance, H. G. Mann, T. J. McDonough, D. A. McLaws, T. G. Pryor; Firemen A. Anthony, G. R. Brown, F. Carey, A. W. Guymer, C. Hogan, R. C. Kofoed, A. G. Lillis, W. L. Mearns, J. T. Murphy, J. Smith, T. W. Steel, E. Thurman, G. E. Williams; F'man's Off. Asst. J. F. Burn;

French Polisher G. F. Dyer; Gds. Chkr. E. J. Harrower; Gds. Guard A. W. Vonarx; Jnr. Clerks G. W. Booley, L. E. Cook, R. Jones, K. L. McKean, J. M. O'Donohoe.

Labrs. N. L. Anderson, F. C. Amos, A. Ashton, A. W. Barton, R. J. W. Bevan, N. W. Brandon, V. G. Brearly, G. R. Burkill, T. E. Chandler, J. A. Clancy, A. E. Collins, R. E. Connor, F. Cosgriff, J. Davis, A. Dodd, T. F. Egan, M. N. Greenhatch, H. E. Gregory, T. H. Hanger, C. J. Heron, A. Hore, S. J. Keys, G. M. Landrigan.

Labrs. E. G. Luscombe, G. W. Maconachie, F. J. Masters, R. Miller, H. C. Muhlhan, L. D. Muschialli, P. J. McDonald, E. McFarlane, J. McCarthy, H. G. McClelland, I. Macleod, A. H. McNea, H. A. Newman, J. P. Noonan, J. Pears, T. Pyke, A. E. Rowan, N. M. Richards, W. A. G. Ryan, E. F. Sampson, B. C. Smith, B. T. Smith, C. D. Smith, A. Spink, C. G. S. Stanley, V. E. Stone, W. Topping, L. Walsh, M. A. Warner, A. R. White.

Lad Labrs. L. C. Loveless, T. M. McDonald, M. L. McGrath, J. E. Oid, A. T. Taylor, D. J. Taylor, F. G. Weller; Lad Ptrs. D. C. Cowen, F. L. Cox, E. W. Day, A. Groves, K. O. Morgan, L. A. Perry; Lands Off. Asst. R. F. Kinnane; Ldg. Shunters J. W. F. Coad, L. J. Martin; Linemen L. Fairlie, J. J. Kingdon, W. Satchell.

Messengers A. D. LaGrutta, F. H. Saunders; Motor Lorry Dvrs. A. A. Price, S. B. Wentworth; No. Tkr. J. A. Stephens; Night Porter A. S. Dittmer; Off. Asst. L. J. Jones; Optg. Ptrs. J. T. Costello, N. L. Fartch, G. T. G. Griffiths, R. J. Jones, A. A. Parrott; Painter L. M. Gibson; Pastrycook D. Anderson; Pcls. Ptr. J. W. Bendle.

Ptrs. G. H. P. Arnott, P. J. Barrett, R. Baker, W. A. Cotter, J. A. Downie, W. J. Field, S. F. Fury, H. W. Griffiths, J. R. Hogan, N. Houghton, T. A. Jones, L. J. Lannon, L. L. Larsen, A. J. Miller, H. L. Matthews, H. W. McTaggart, S. J. Mc Gown, W. E. A. McCullough, G. V. Pollock, A. N. Rayment, T. A. Shields, G. C. Spencer, W. L. Templeton, A. E. Wells; Ptrs-in-Chge. T. J. Folks, M. Hanlon, T. A. Loader, G. W. Sewell, W. G. Whelan.

Rail Motor 2nd Man O. J. Dobbyn; Reprs. W. A. Avent, W. C. Brown, F. S. A. Curran, D. D. Evans, F. W. McClelland, P. McDonald, J. N. C. McGill, V. R. C. Thomas, C. H. Tuck, N. Walker, A. C. Witney; Shedman R. G. Goodman, A. G. B. Speed; Shed Ptr. W. E. Dell; Shunters R. Clarke, G. L. Dickenson, J. E. Einsiedel, L. G. Hancock, W. H. Harries, W. S. Hayes, F. R. Jukes, F. McErlain, F. C. Neilson, W. H. Roberts, W. V. Reid, A. Smith, D. W. Toohy, I. J. Wale.

Signalmen G. A. Broadbent, H. D. Oppy, L. J. Wisdom; Skd. Labrs. E. A. Crosher, G. R. H. Duck, J. A. Morris, D. J. McCullough, W. J. McVicars, J. R. Oswald, J. G. Plant, P. L. Sandow, W. L. Spears; Sheetmetal Wkr. H. R. Tucker; Sister J. E. Hood.

Striker D. W. Riley; Storemen R. H. Lawley, W. Menadue; Subn. Guards J. L. Cosson, E. Hodges; Tkt. Chkr. F. S. Spear; Tram Conductors K. T. Boyes, T. J. Meikle; U.G. Reprs. Asst. C. R. Pearce; Vanman R. Geddart; Watchman O. J. Shaw; Yard Ptr. D. J. Head.

## AIR FORCE

App. C'smiths H. J. Crouch, J. B. Hall; App. F. & T. L. H. Willis; Clerk A. G. Brown; Jnr. Clerk J. M. Cairns; Labr. A. L. Hibbert; Lad Labrs. B. Ellery, D. Stephens; Sub-Stn. Asst. T. G. Small.

## NAVY

Labrs. H. J. Telloch, W. K. Welsh.

## TRAIN ROMANCE

**C**ONGRATULATIONS! Miss H. Mathieson, Stewardess on "Spirit of Progress," is engaged to be married to Conductor Jack Freeland of the same popular train.

## V.R. NURSE IN A.I.F.

We are asked to record the right honorable fact that Sister Jean Hood is leaving the Newport Workshops Ambulance Room to join up as a nurse with the A.I.F. Just on two years ago this bonnie lady joined the Department, and it is sufficient tribute to her ability to say that she was selected out of 200 qualified applicants.

Sister Hood, who holds the R.V. T.N.A. certificate obtained after three years' hard training in the Alfred Hospital, was Sister-in-Charge Out-patients' Casualty Department of the Hospital. Three and a half years in this job were followed by an equally noble record as Sister-in-Charge of the Out-patients' Casualty Theatre. The Department will miss her, and we look forward to her safe return.



as Sister-in-Charge of the Out-patients' Casualty Theatre. The Department will miss her, and we look forward to her safe return.

## UNION CHIEF'S NEW OFFICE

Our congratulations and best wishes go to Mr. P. A. Randles, State Secretary of the Australian Railways Union, on his appointment last month to the important office of President of the Trades Hall Council. This appointment, following his recent election as Vice-President, is a fine tribute to his competence and popularity. Mr. Randles is an old railwayman. He resigned in 1920, to take a more active

part in Union activities, and years of hard work as an Organizer resulted in his appointment as State Secretary two years ago. He is also a member of the Australian Railways Union Council and the Central Executive of the Australian Labour Party.

## "BILL" BRANDY'S DEATH

The number of good railwaymen who are called "Bill" is enormous, and among them must be counted "Bill" Brandy, the tall and popular truck supply expert who died last month. He joined the Department in 1904, and after periods of service at Warracknabeal, Ouyen, Serviceton and Toorak, he found a busy niche in the Head Office at Spencer Street. For seventeen years he was engaged on truck distribution and the quick, ready handling of our valuable export and perishable traffic. In his official mental background, trucks were always assembling for those major efforts of transport which only the railways can perform. Inside or outside the Department Bill had an unimpeachable record. His great modesty gave additional colour to an appealing personality, and it was his commendable pride to have only two hobbies—his work and his garden.

## 51 YEARS' SERVICE

To retire after nearly 51 years of unblemished behaviour in his job is the enviable D.S.O. that Driver W. Dubber has achieved. Heaps of enginemmen hail him widely and loudly as "Wally" and "Wally" he will remain—a simple, regular fellow with a private passion for tending his revered motor car as if it were a human being with doubtful kidneys or a leaky valve. Nearly all his adult life he has been a Driver. He found his way into the cab of his first engine

in 1898—and transferred to the seat of an electric train driver in January, 1923. He finished up on the Frankston and Lilydale runs on which he had been driving for the past six years.

## "DON" DUNBAR PASSES ON

So good old Donald Dunbar has gone west. Our deepest sympathy to his wife and relatives. It is pathetic to recall that just before his death he was presented by his railway friends with a gold watch for himself and a salad bowl for his wife. Donald was probably the best known of Dining Car Stewards. He possessed the bonhomie and approach that are impregnable to the fusses of irritable passengers. Donald never quailed before the most audacious requests. If he had been asked for a slice of the moon with Jupiter dressing, he would undoubtedly have suggested an acceptable substitute. For years he controlled the catering on Commissioners' tours. Meal times were variable and hours sometimes long, but everybody who encountered him on these inspections remembers with gratitude his readiness to go to any lengths with his limited resources to tickle the palates of tired railwaymen. Donald, who was an excellent cook, had been all round the world, and among his treasured records was his selection for special duty on two Royal train tours.



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

# The Victorian Railways NEWS LETTER

August, 1940

Issue No. 120

## "Blood Bank" Volunteers Wanted

**R**AILWAYMEN may literally give their blood for their country without the necessity of getting into khaki. Under the care of the Railways Ambulance Organization an excellent scheme has been launched to enable railwaymen to provide donations of blood for local Military Hospitals and Serum replacements for the "blood bank" established by the Australian Red Cross Society for Overseas Service.

Enrolment in this great cause is a service indeed. Obviously with a nation at war big donations of blood are required for transfusions locally and for the supply of serum overseas. The position is made particularly appealing by the fact that many who were formerly regular donors of blood have enlisted or are otherwise not available.

Samples of blood to determine its physical fitness and suitability are taken from all who offer their blood and no donor is asked to contribute more than once in three months. Also there is no compulsion to respond at any time inconvenient to the donor.

Blood is required, not only for local blood banks which can only be stored for two or three weeks. It is also necessary for the serum which can be stored for a long time and serves as an excellent substitute for whole blood in certain cases. Another valuable service is the provision of test serum which the expert employs to determine the group to which a potential donor belongs.

It is worth mentioning in this connection that the entire personnel of the A.I.F. has been tested for blood transfusion. As far as is known, Australia is the first war combatant to take this precaution with regard to its Army.

Palpably a foreknowledge of the group to which each man belongs will be immensely valuable in instances of casualties where rapid transfusion is required.

Are you prepared to make one of the 500 who are required to contribute to this worthy cause?

If so, submit your name to the Ambulance Officer (Ambulance Depot, Spencer Street) who will arrange for your enrolment with the Red Cross Society.

## GREAT CHARITY WORK BY BALLARAT STAFF

**A**N earnest band of Ballarat railwaymen has established a rare record in charity effort. Over a period now approaching half a century they have raised and contributed £12,000 to the upkeep of the Ballarat Orphanage.

In 1892, realizing the Orphanage's need for funds the railwaymen enlisted a committee, now known as the Railway Carnival Committee, and through the years they have presented annually a three-figure cheque to the Orphanage. The sums have varied between £150 and £350—the peak effort was about ten years ago—and last financial year it was £180.



Mr. John Dunn

Originally, money was collected on a contribution basis from railwaymen and from house parties, etc., but nowadays various modern methods are used to gather in funds. In one year the Committee disposed of a horse and jinker, and in a particularly prosperous period one man raised £234.

Many of the comforts and pleasures which the orphans now enjoy are due to this sustained railway effort. The provision of a hospital room with beds and operating table, new tables and attractive crockery with special chairs for the toddlers, and the equipment of the hall with a biograph machine and screen are among the many valuable additions and improvements provided by the Committee.

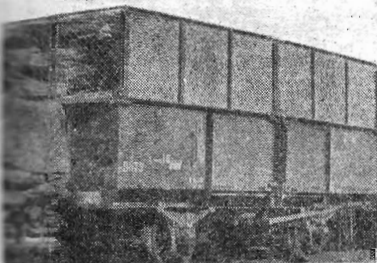
### Remarkable Record

And this Committee has another record to report. Though various circumstances have caused changes in the offices of President and Secretary and in the personnel of the Committee, the Treasurer, since the Carnival Committee's inception in 1892, is still John Dunn—one of Ballarat's best-known citizens, who during his long railway service was one of the most popular guards at Ballarat.

After 44 years' service, J.D. still retains a keen interest in railway activities. His is surely a performance that must rank high in generous individual endeavour.

## FRAME SOLVES TRUCK CAPACITY PROBLEM

**B**y the erection of a 4-feet high frame fitting on the top of a 16-ton truck, the Australian Paper Manufacturers Ltd. has overcome a problem affecting the transport by rail of scrap three-ply veneer and softwood lumber to its Mills at Maryvale.



This light but bulky material occupies space out of all proportion to its weight and it was not practicable to obtain an economical load. The first consignments, which were loaded to water level, averaged only 5 tons a

truck. Experiments were then made with the object of seeing to what extent the load in each truck could safely be built up above water level.

In collaboration with railway officers, the Australian Paper Manufacturers Ltd. prepared at its own expense an experimental steel frame to fit on the top of a 16-ton truck.

The frame carries four pieces of 4-feet steel sheeting which rest on the truck sides and interlock with a hinged wire fence of the same height on each end of the truck. It has proved very satisfactory, and subject to minor alterations, the Department agreed to 45 being constructed. By the use of the frame, the Company can now load each truck with approximately 70 per cent. more than the loads originally obtained.

The advantage of this better loading will be appreciated when it is stated that the Company's monthly transport of this material is approximately 600 tons.

## NO TIME FOR COMPLACENCY

**T**HE war is getting closer. Each day brings news of some fresh development in the international situation, further threatening the security of the Empire to which we have the privilege to belong. France, the great and honorable ally of 1914-18, is now a country without an army, with a navy mostly lost or demobilized, with no voice at all in European affairs and very little in its own. Paris, the beautiful capital, a marvel of romance and story, the centre of European culture, catching the eye with its pictures and monuments, its parks, its boulevards and its vivid cosmopolitan life, is now under German control. All of the famous capital's freedom and vivacity have gone. Its newspapers, permitted comparative liberty of comment a few weeks ago, are just vapid echoes of the German regime.

But for the might of the British Fleet, the growing power of the superb air arm, backed by the indomitable spirit of an army and people with a thousand years of magnificent achievement behind them, we in Australia would ultimately be in the same position as the French. Many of us are comforting ourselves with the perilous illusion of a safety guarantee by our distance from any possible aggressor. Every thinking person, however, knows that the defeat of the Mother Country would mean the eventual eclipse of the Commonwealth with all the liberties which we enjoy.

### Vital Question Facing Us All

All of us should look at the situation squarely and ask ourselves whether we are doing all we can to help Britain and the Empire in this terrific struggle. True enough, many railwaymen have donned the King's uniform; many more are coming forward, but running parallel with the demand for men is an ever increasing demand for money. Every soldier must be properly equipped and cared for. Adequate supplies of munitions and equipment must be provided. Therefore it is surely up to those of us who for various reasons cannot get into khaki to make some reasonable contribution towards the immense cost of this conflict by purchasing War Savings Certificates.

In a railway army of nearly 25,000 employes even a contribution of only 1/- a week would mean over £60,000 a year, surely little enough to pay for the right to live our lives under the Union Jack. Railwaymen are investing in War Savings Certificates with the full assurance that they are helping their country and are saving their money. They are also contributing to the Red Cross and War Comforts Fund, but more—and still more—money is needed. Indeed, a bigger all-round effort is required to prevent this war with all its bestialities and horrors coming closer to this fair land.

It is necessary to emphasize again that this is our war—a war for our freedom, our happiness, our economic existence. If there are still some foolish people in this country who think otherwise, let them endeavor to visualize what will happen to all our industrial awards and Australian standard of living should Britain—and therefore, Australia—be compelled to surrender to the totalitarian States.

**GIVE FREELY NOW AND CONTINUE GIVING ALL THAT YOU CAN AFFORD.**

## Buffet Car Now On "The Overland" Express

**T**HE Commissioners have decided to withdraw the buffet car running on the Melbourne-Port Fairy line and place it on the "Overland" in lieu of the dining car. The buffet car will be withdrawn after the arrival in Melbourne of the 7.20 a.m. train from Warrnambool on August 3, and will be attached to the 7 p.m. "Overland" from Melbourne two days later.

These alterations were necessitated by the poor patronage not only on the dining car attached to the "Overland," but also on the buffet car on the Port Fairy line.

The late departure time of the "Overland" from Melbourne, i.e., 7 p.m., results in a relatively small demand for dinners and experience indicates that the buffet car will be quite able to meet these requirements as well as the breakfast needs of travellers on the "up" journey from Ararat.

### TIME-TABLES ALTERED

Concurrently with the withdrawal of the buffet car from the Port Fairy line, the following amendments of the current timetables will be made:—

Commencing on August 3, the 5.12 p.m. daily train (5.52 p.m. Saturdays) from Melbourne will reach Warrnambool at 10.28 p.m. instead of 10.6 p.m. (Saturdays, 11.6 p.m. instead of 10.46 p.m.). Commencing on August 5, the afternoon train from Port Fairy will leave at 3.30 p.m. (instead of 3.45 p.m.) and reach Spencer Street at 9.35 p.m. instead of 9.55 p.m.

### SERVICE

**SIR**—On behalf of the members of the Melbourne Walking Club, and particularly those who attended the Club walk on 23rd June, from Sydenham to Sunbury, I would like to bring under your notice the excellent services rendered by Mr. F. C. Mackay, Station Master at Sunbury. Mr. R. H. Hemmy, the leader of this particular walk, had previously interviewed the Station Master, whilst seeking a site for our evening meal.

The Station Master, on our arrival at Sunbury had prepared the waiting room for our use, with a fine fire already warming the room. Thanks to his services we were able to spend the two hours wait in comfort, instead of enduring a cold time out in the open. I wish to convey our appreciation of his courtesy, which everyone considered reflected great credit on him and the Department.

—Mr. C. B. Green, Hon. Secy., Melbourne Walking Club, writing to the Chairman of Commissioners.

## Recruiting Trains Being Equipped For Air Force

**S**TILL another valuable railway service to the Defence Department is the creation of two special recruiting trains to handle enlistments for the Empire Air Scheme. Each train will have facilities that will enable every intending applicant for air or ground service in the R.A.A.F. to be properly examined in the minimum of time.

The trains, which will travel all over Victoria, stopping at any place for any period required, will greatly facilitate the work of the medical examiners and other members of the recruiting staffs.

Six cars of the Better Farming Train, once famous for the variety

of its contents and its arresting canary yellow complexion, are being converted into recruiting cars. Each train will consist of three cars and a louvre truck equipped with a power unit, generator and batteries for the production of electric light.

The general office car will be divided into three sections, the forward section, nearest to the engine, having long open windows and hinged platforms on both sides of the car. Standing on these platforms recruits can make preliminary enquiries and receive any necessary literature from N.C.O.'s seated at desks within.

In the recruiting car, the largest section will be a lecture room where the duties and responsibilities of life

in the R.A.A.F. will be fully explained. The recruits will then pass on to a small office in the same car occupied by an N.C.O., whilst in two other cubicles the temperamental qualities and technical knowledge of potential pilots and ground staff will be closely examined by R.A.A.F. officers.

In the third car, the doctors will turn the stethoscope and other testing instruments on all men who have passed the tests in the previous car.

The medical car includes a waiting room, a dark room for eye tests and two larger medical sections—one for examination of ground staff and the other—the most important section in the train—where the pilot of the future must prove that he is 100 per cent. fit to navigate one of His Majesty's fighting planes.



## War On Waste Is Our War!

**N**ONE of us, regardless of position, can escape our national duty of preventing the slightest waste of time or materials. It is only one of the contributions which we on the home front can make to the general war effort.

We must always be on the alert to eliminate wasteful practices, not only in our own homes but in our own particular jobs—at stations, offices, depots, workshops, etc. And we can do more. As we come in contact with other Departmental activities there must be the same vigilance and thought.

### Conserve Coal

Coal supplies, for instance, are more than ever of front-rank importance. Under wartime conditions difficulty is being experienced in building up the coal reserves depleted during the recent coal strike. Thus it is of great importance that all measures for coal conservation be followed with persistence and determination.

Of great significance, too, is the more economical use of rolling stock. Do your part in ensuring that the maximum use is obtained from all units. See that engines and trucks are not delayed. Delays mean expense and adversely affect the service our patrons rightfully expect.

### Drain On Earnings

Everything that is needed to run the system must be bought and paid for out of earnings from the carriage of passengers, goods and livestock.

Thus, to replace—



**THIS BUCKET WHICH COST 4/-. WE HAVE TO CARRY ONE TON OF AVERAGE FREIGHT 36 MILES!**

By prolonging the life of equipment we defer its replacement and not only reduce expense but in the case of metal articles ensure that the materials of which they are made are conserved for the vital work of manufacturing munitions.

### Suggestions Welcomed

**WASTE NO TIME IN ATTACKING ALL WASTE!** Send your ideas to the Betterment and Suggestions Board. You will be helping your country and yourself.

## VICTORIAN RAILWAYS PATRIOTIC FUND

**F**ORMATION of a Victorian Railways Patriotic Fund was enthusiastically decided upon at a meeting convened by the Council of the V.R. Institute in Melbourne last month. The meeting was attended by the three Commissioners, Heads of Branches and representatives of all sections of the Service. A Committee of Management was appointed with Mr. M. J. Canny (Commissioner) as Chairman and Mr. R. G. Wishart (Commissioner) as Deputy Chairman. The Organising Secretary is Mr. W. E. Elliott (General Secretary of the Institute). The object of the movement is to raise money within the railway service for the Australian Red Cross, Australian Comforts Fund and any other patriotic effort as may be determined.

The Committee has registered with the Victorian Patriotic Council and has been authorized to form country and metropolitan auxiliaries and sub-committees within the Department to organise local functions. It is also proposed to co-ordinate various railway efforts which have been functioning since the outbreak of war. The proceeds of all of these efforts may, if desired, be paid into local patriotic funds, but the Central Committee will record the results under its general registration with the Patriotic Council.

### Only Sixpence Per Pay!

Whilst it is realised that many members of the staff are already participating in war efforts of various kinds, the Committee is launching as a first step an appeal to every member of the service to contribute to the Victorian Railways Patriotic Fund at the nominal rate of 6d. per fortnight. It should be emphasized that co-operation in this worthy cause is entirely voluntary, and on the authority of the individual concerned this amount will be deducted from the payrolls. If every member of the railway army responds—and it is hoped there will be a response worthy of the Victorian Railways—the fund should benefit by more than £15,000 a year.

The fund will operate on a State-wide basis, and in addition to direct contributions, the Committee has in view the formation of local patriotic fund committees which will arrange dances, card parties, competitions, etc., to augment the general fund. During the Great War the railway staff as a whole contributed over £32,000 to a similar fund. We should again show that we are prepared to do all in our power to help those who are ready to sacrifice their lives for us.

FURTHER DETAILS WILL APPEAR IN SUCCEEDING ISSUES OF THE "NEWS LETTER."

### FUNCTIONS ARRANGED IN NEAR FUTURE

**U**NDER the auspices of the Victorian Railways Patriotic Fund, the following entertainments have been arranged. The proceeds will be allotted to various Funds acting on behalf of the men of Australia's fighting forces:

**COMBINED DANCING AND GYMNASTIC DISPLAY.** V.R.I. Ballroom, Flinders Street Station—8 p.m. Tuesday, August 6. Arranged by Institute Gymnasium

and pupils of Miss D. Gladstone. Tickets from General Secretary, V.R.I., or at the door.

**DANCE.**—V.R.I. Ballroom, Flinders Street Station.—8.30-11.30 p.m. Monday, September 2. Super. Subscription, 2/- Arranged by V.R.I. Wireless and Debating Clubs. Tickets from H. J. Clark, Hon. Secty., Auto. 1293, or General Secretary, V.R.I.

## Records In Refreshment Services Branch

**D**ESPITE an appreciable reduction in traffic between Melbourne and Sydney during the coal strike, the business handled in the dining car on "Spirit of Progress" in the last financial year reached a new peak.

Altogether, 81,172 meals were served with a revenue of £19,017—the previous year's figures were 74,871 and £18,000 respectively. This was not the only service which produced record figures. Although out of running for 14 weeks during the coal strike, the buffet car on the Albury

express showed an estimated increased revenue of £500, compared with the preceding year.

Also that numerous railway identity—the famous meat pie—soared to a new peak of popularity during the year.

Produced in hundreds of dozens a week—as many as 474 dozen have been prepared in one day—it was not surprising to learn that the previous best record—40,609 dozen in the Centenary year (1934-35) had been passed, the total for the year being 51,080 dozen.

## V.R. Enlistments Near 1000-Mark

**E**NLISTMENTS of Victorian Railwaymen in the various Australian fighting forces are rapidly advancing to the 1,000-mark. When this issue of the "News Letter" went to press, 228 more men had joined the colors, making the total 905. Details are as follows:—

### A.I.F.

**ASST. Stn. Masters** T. Dwyer and J. R. Wheeler; **Billposter** O. F. Cassidy; **Car Clnrs.** B. Holton, P. Singleton and J. H. Aikman; **Cas. Labrs.** M. J. Hearne, J. L. Thomas, W. Knipe, W. A. Gibson, N. A. Holl, K. Colson, H. E. Fisher, M. Campbell, D. G. Thomson, R. Saunders, J. L. Dickson, L. E. Staggard, N. Ward and G. Godfrey; **Clerks** P. Elsum, F. Zeis, A. Noall, J. B. Carroll, L. B. Mudie, L. J. Lord, R. H. Twoose, B. Pattison, C. E. Sunderland, J. Arthur, J. Wichell, R. E. O'Haire, E. F. Watson, J. D. McFadyen, F. Chalmers and I. Esler; **Cook** F. Collins.

**Eng. Clnrs.** G. V. O'Haire, H. M. Poyner, F. J. Fitzgibbon, J. R. O'Connor, A. E. Hood, F. C. Croom, L. A. Cheeseman, J. W. McLean, E. S. Bain, P. H. Hayes, H. J. Seater, A. K. Mitchell, L. Wemyss, G. W. Cassidy, R. D. Wright, R. A. Miller and J. R. O'Connor; **Fencers' Asst.** A. C. Swayn; **Firemen** H. Pearl, A. A. Hudson, J. V. Stokes, G. Kent, A. R. Christie and G. A. Yensch; **Guard** W. J. White, W. Jackson and L. A. Aggett.

**Labrs.** (Skld.) L. E. Hewitt, J. T. Peoples, G. A. Peters, J. Carson, H. G. Frost, W. Rickard, R. R. Thirkell, R. G. Goldsmith, W. G. Aggett, G. Barnes, J. J. Hawkins and D. Shaw; **Lad Labrs.** A. W. Sankey, J. J. Bradley, J. Kennet and L. Brown; **Labrs.** R. J. Prosser, R. J. Allisey, W. F. Watson, A. C. Gallagher, J. A. Pearce, W. D. Ralph, C. L. Michau, L. B. Brodie, D. B. Drape, A. E. Sampson, J. Keane, F. R. Rickard, J. Cotcom, G. P. Rigg, C. R. Duncan, A. A. Wright, F. G. Hughson, R. A. Hoare, K. J. McCurdy, F. Cargill, C. R. Beckman, R. J. Smith, N. M. Richards, T. M. McDonald, F. N. Henwood, R. W. Hellyer, F. E. Hanrahan.

**Labrs.** E. D. Harper, D. Bruce, M. C. Pemberton, E. R. Whittles, W. J. O'Brien, M. P.

Murphy, A. M. Jones, G. V. O'Neil, J. R. Penny, R. E. Power, C. E. Sparkes, A. E. Warren and A. F. Carrick.

**Lampman** J. E. Trevena; **Motor Driver** J. Cobby; **No. Taker** A. D. Shields; **Painter** J. H. Hughes; **Parcels Porter** G. F. Leydon; **Porter-in-Chge.** E. C. Phillips; **Yard Porters** G. T. Graham and A. E. Dawson; **Opty. Porters** C. T. Shimmen, A. J. Coleman, T. F. Brent, F. J. Henderson, R. O. Smith, L. J. Duffus and A. Cumming; **Sig. Porter** S. Dando.

**Porters** W. W. Irving, I. E. Ebbott, H. V. McLean, A. T. Herrick, R. E. Wilton, W. M. Greenwood, E. S. Roach, M. C. Egan, R. L. Riley, N. H. Clamp and A. Downard.

**Relvg. Stn. Master** H. R. McLeod; **Reprs.** A. E. Ainsworth, W. J. Crowley, J. H. Cathern, J. B. Condon, H. B. Gordon, A. Johnston, J. D. McLeod, D. H. McMillan, K. J. Pelly, K. G. Plunkett, W. J. Rickard, D. E. Richards, W. D. Riordan, R. D. Ross, J. D. Taylor, B. Collins, T. J. Hancock, D. Hynes, E. C. Sealy, C. H. Collett, W. J. Ellen, F. J. Felstead, J. Rice, G. W. George, R. Harbrow, G. D. O'Brien and H. C. Wild.

**Rng. Gear Repr.** J. W. Evelyn, Sheet Met. Wkr. J. J. Hartney; **Ldg. Shunters** W. Wells and D. J. Montgomery; **Shunters** L. W. Callick, W. H. Carr, W. G. Henry, F. H. Kinersley and E. A. Snowden; **Signalmen** J. H. Brown, A. C. Beck, J. W. Phelan and O. R. Lynes; **Stn. Master** H. W. Tobin; **Storeman** H. B. Barrett, E. W. Hayes, M. B. O'Connor, E. J. Fawdry, J. Haden and W. Fisher; **Stower** A. M. Farquer.

**Tkt. Chkr.** E. E. Williamson; **Upholsterer** D. M. McDonald; **Vanmen** K. M. Pope and W. L. Hunt.

### Air Force

**APPC. B'mkr.** T. T. Treadwell; **Appce.** F. & Trnrs. B. F. Moon and P. A. Gibb; **Cas. Labrs.** B. Hallo and A. U. Windsor; **Clerks** C. H. Jansch, E. H. White, E. F. Mackie, J. W. Brown, J. M. Cairns and J. Stewart; **Porter-in-Chge.** D. T. Andrew; **Porters** R. C. Chamberlain and D. J. Head; **Rail Motor 2nd Man** L. A. Evans; **Sub. Stn. Asst.** T. G. Smail; **Trn. Exmnr.** L. Stratton and A. J. Ebbott.

### Navy

**FIREMEN** H. Johnson and P. A. Richardson; **Lad Labrs.** W. K. Bunn and I. M. Straughair, R. G. Carkeek; **Labrs.** J. R. Weybury, A. L. Johnston and A. Menhennitt; **Shift Eln.** L. G. Starr; **Welder** T. J. Gubbins.

## SEYMOUR'S WAR EFFORT

**N**OW that "Spirit of Progress" runs express through Seymour and the buffet car is attached to the Albury express, the dining room at the Seymour railway station is only occasionally required for departmental purposes. Consequently when the local refreshment staff wanted to put on a dance in aid of the War Comforts and Red Cross funds, Manager E. J. Ingham and his wife knew just where to stage the happy evening. Actually the dining room proved ideal. The regularly polished floor provided a perfect surface for the skipping feet, and the big party—it was confined exclusively to railwaymen and their wives and friends in the district—had a very joyous time. The energetic staff and others were responsible for the refreshments and the result was a cheque for something over £12. Mr. and Mrs. Ingham, who supervised the effort, started in the refreshment services at Horsham in 1921 and have appeased thousands of hungry passengers at Wangaratta, Bendigo, Spencer Street, Princes Bridge, Ararat and—for the past eighteen months—at Seymour. —C.

## NEW WORKSHOPS MANAGER

**ALTHOUGH** F. T. McAuley has been promoted to Workshops Manager, Bendigo North, it seems unlikely that he will leave Newport until after the war. At present he is making a typical "McAuley" success of the important job of Shop Superintendent, Aircraft Production, on behalf of the Commonwealth Government. That position came to him after his return this year from a term in England gaining practical experience in airplane manufacture. . . . At the age of 40, Mr. McAuley can justifiably reflect on a railway career of 26 years studded with a series of high commendations. Few Victorian Railwaymen possess a greater all round knowledge of workshop practices. The Newport Workshops, where he began as an apprentice fitter and turner, is his happy hunting ground. His selection some years ago as Supervisor of Apprentices was a choice full of wisdom. There are many young railwaymen today who owe much to his helpful advice and human understanding in matters affecting them both inside and outside the Department. . . . —B.B.

## HERE'S GOOD NEWS!

**R**AILWAYMEN will be glad to know that the Railway Construction Unit, A.I.F., in which there are more than 100 Victorian Railwaymen has safely reached England. "The News Letter" awaits with interest the first communication from its representative with the Unit—Lieut. W. J. Hill.

## CECIL WIDDOP PASSES

**T**HERE will be deep regret at the news of the death of Mr. Cecil C. Widdop, of the Superintendent of Train Services Division. Aged nearly 58 years, he was one of the best known officials in the Administrative Offices where he was employed for over 40 years.

After nearly three years' leave because of indifferent health, Mr. Widdop resumed in the Department on July 1 last, and his apparent restoration to health was so complete that his sudden demise came as a profound shock to a wide circle of friends.

Practically all of Mr. Widdop's career was spent in the time-tableing section, his wide knowledge and quick, decisive manner being of inestimable value. Since 1924, he had been second in command of the Division. On a number of occasions he acted as Superintendent. —W.

## Hobson's Bay Identity Dies

**O**NE of the few remaining links with the Hobson's Bay Railway Company was severed recently when Thomas Broadbent died at the age of 85 years. Born one year after the opening of Australia's first railway—from Flinders Street to Sandridge (now Port Melbourne) in 1854—Mr. Broadbent joined the Hobson's Bay Railway as a porter in 1870. Thirteen years later he was porter-in-charge at Princes Bridge. Promoted Stationmaster, he became the efficient officer in charge at many stations, including Wycheproof, Murchison, Dimboola, Dandenong, Bendigo and Wodonga. Later he was Acting District Superintendent at Bendigo and for some years prior to his retirement in 1916 he was Stationmaster at Spencer Street. To his son, who is the Secretary of the Caulfield Branch of the R.S.S.I.L.A., the "News Letter" extends deepest sympathy in the loss of a valiant old railwayman who, throughout the years, watched the progress of our railways with a warm fatherly interest. —K.

## Brown's "Blitzkrieg"

**"SHORT** Cuts to Salvage" is the predominant note in the hustling activities of George Brown (Secretary for Mines) whom the Government has appointed State Controller of Salvage. Mr. Brown is widely remembered as a former Victorian Railwayman who published his famous "Short Cuts in Shorthand," a small invaluable book typical of his deep spiritual dislike of circumlocution. He was one of the world's fastest shorthand writers, with a certificate for 250 words a minute. Many hundreds of railwaymen were in his shorthand classes at the Railways Institute. His career since leaving the Department has been typically brisk and successful; Chief Government Shorthand Writer; Secretary, State Parliamentary Standing Committee on Railways; Secretary, Farmers' Relief Board; and Secretary for Mines. Associated with him in conducting his present "blitzkrieg" on waste with characteristic speed and thoroughness is another ex-railwayman—E. Jenner—who was well known at Maryborough as a very active official in the local football club. . . . —J.A.P.

# The Victorian Railways NEWS LETTER

September, 1940.

Issue No. 121

## “Staggering” Business Hours Would Ease Rail Traffic Congestion

**D**URING the busiest half-hour of the evening peak rail traffic out of Melbourne to the suburbs, an average of well over 1,000 passengers pass every minute through the barriers at Flinders Street and Princes Bridge. The number passing through the barriers during the morning peak—which reaches its maximum between 8.30 and 9 a.m.—are almost as great. Figures of this magnitude justify the assertion that Flinders Street is the busiest passenger station in the world.

**Petrol rationing, however, is likely to divert many additional passengers to the railways, and the capacity of the system to carry them all expeditiously and comfortably will depend upon the times at which they desire to travel.**

If—as would be expected in the ordinary course—a large increase should occur during the periods when the heavy traffic peaks now exist, considerable inconvenience would be caused. Even if sufficient stock were available, additional trains could not be depended upon to relieve the situation, because on some of the busiest lines the maximum train frequency permissible with existing facilities has practically been reached.

Nor is the solution to be found in longer trains, since the platforms, except on the St. Kilda line, are not of sufficient length to accommodate them.

Those are reasons why the Department is keen in its advocacy of “staggering” of hours of work in the metropolis. Systematically planned, this would permit any probable increase in traffic being handled by the system in its ordinary stride, and would obviate the inconveniences and discomforts that otherwise would be experienced by passengers, besides deferring for some years large capital expenditures on increased facilities.

### Railways Lead

By altering the hours of its staffs at Spencer Street, Flinders Street and North Melbourne, the Department itself was the first to set an example. More than 1,000 employees who formerly commenced work at 9 a.m. and finished at 4.45 p.m. now start at 8.45 a.m. and finish at 4.30 p.m.

The Education Department also has given valuable assistance by adjusting the hours of scholars at certain schools so that they will not have to travel during the busiest periods.

Similarly, changes in the working

hours of State Public servants and of the Melbourne and Metropolitan Board of Works are now being considered and as the result of a recent representative Conference presided over by the Minister of Transport the co-operation of other large organizations is anticipated.

It is of great importance, however, that all efforts to spread the traffic should be made in collaboration with the Railways Department, and the Commissioners will be glad to confer with employers on the subject.

Without this, the “peaks” might merely be changed from one period to another. Processes of “trial and error” are inevitable, but a relatively short time should enable stability to be reached.

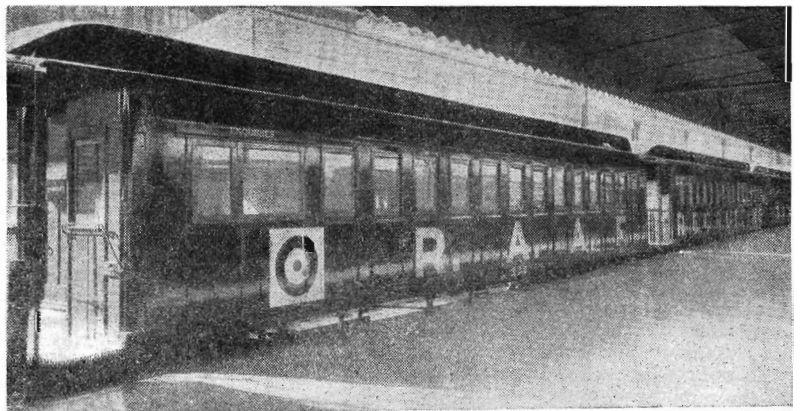
## BETTER FACILITIES FOR V.R. PATIENTS

**R**AILWAYMEN now attending the Medical and Ambulance Divisions—once again located in the same building at Spencer Street station—are appreciating the facility with which they are receiving attention. As a result of the closer co-ordination of their activities, the Railways Medical Officer and the Ambulance Officer expect greater all-round efficiency.

In the Medical Division, the sick and accident and the eye and ear sections have been separated, the two former occupying the whole of the first floor of the building. On this floor, the two Medical Officers each have a consulting and examination room, permitting an accelerated flow of patients. A further improvement is the provision of a separate waiting room for female patients.

Eye and ear examinations are made on the ground floor, on which there are also a waiting room for patients and eye and ear rooms available to temporary doctors in the event of a rush of examinations.

In the Ambulance Division the layout has been modernized and adequate facilities provided not only in the Casualty Room, but also for the storage and handling of supplies and equipment.



PICTURED above is one of the two special trains chartered by the Royal Australian Air Force for recruiting tours in Victorian country districts.

## V.R. Patriotic Activities FUNDS INCREASING RAPIDLY

**Q**UICKLY springing into action after its formation last month, the Committee of Management of the Victorian Railways Patriotic Fund has stimulated considerable activity in country and metropolitan centres. Mr. W. E. Elliott (Organizing Secretary) is continuing a series of State-wide tours addressing meetings principally where Branches of the Victorian Railways Institute are established. So far, auxiliary committees have been formed at Ararat, Benalla, Bendigo, Colac, Dimboola, Donald, Geelong, Hamilton, Korumburra, Korong Vale, Maryborough, Ouyen, Seymour, Spencer Street Offices and the Tourist Bureau.

These auxiliaries are representative of all Branches and different grades of occupation. Auxiliaries are quickly being formed at other locations. By means of dances, card parties, competitions, etc., the auxiliaries will raise money for the Australian Red Cross, Australian Comforts Fund and other patriotic efforts. In accordance with the Committee of Management's policy, monies so received by the auxiliaries and any sums deducted from payrolls will, if desired, be allocated for purposes selected in the country areas in which they are contributed.

This plan will enable the V.R. Patriotic Fund to receive credit for the whole of the contributions from the full army of railwaymen and at the same time it will enable patriotic efforts in the country to be continued as at present.

In the metropolitan area, auxiliary committees have also been formed by various organizations connected with the Victorian Railways Institute, including the Athletic Club, Billiards Club, Bowls Association, Choral Society, Victorian Railways Military Band, Cricket, Tennis, Table Tennis, Football, Gymnasium and Wireless Clubs; and the Ladies' Committees of the Bowls and Cricket Associations.

The number of regular subscribers through the payrolls up to August 22 exceeded 8,000. This is approximately one-third of the total staff. With each pay there has been an increase in subscribers and the Committee is hopeful that every person in the service will become a contributor. What an excellent result this would be for a scheme which is entirely voluntary! Three pennies per week will not be missed by any of us, yet this small regular contribution can give great help and comfort to the boys who are risking their lives for us.

Up to date, £91 have been received in cash in addition to the contributions through the payrolls. Also, a considerable quantity of comforts, including balaclavas, pull-overs, socks, scarves, etc., have been received and distributed to the fighting forces. This will all be recorded in computing the efforts of the staff generally. In the last war over £32,000 were subscribed by the Victorian Railways staff in cash and goods—we must beat that splendid effort.

The Committee of Management of the Fund comprises representatives of all grades and Branches, and includes executive members of the A.F.U.L.E., the A.R.U. and the Returned Soldiers' Association. It is all a labour of love and—remember—purely voluntary!

## UNUSUAL DRAINAGE WORK IN BUSY AREA

**W**HILE many hundreds of trains have been thundering harmlessly overhead during the past month, half-a-dozen railwaymen have been calmly carrying out a drainage job under the tracks at the Flinders Street Station.

Working at the world's busiest station created some problems, however. Paramount among them were the disposal of the excavated soil and its subsequent return when the pipes were laid.

Excavating in the restricted space between the busy tracks was too dangerous for the men. Obviously, too, there could be no interference with train running and inconvenience to the public had to be avoided.

So, the Chief Civil Engineer's staff devised this system of working:

Shafts were sunk to a depth of 15 feet at Nos. 2-3 and 4-5 platforms.

An excavation—5 feet x 5 feet and 4 feet long—was made in the side of the shaft at Nos. 4-5 platforms. A concrete pipe, 42 inches in diameter and 4 feet long was then set in position. The men then began their subterranean journey towards Nos. 2-3 platforms.

Soil was excavated ahead of the pipe by the men working inside the first pipe which was then pushed by means of jacks into the cleared space ahead. When the first pipe had been pushed clear of the side of the shaft, another pipe was let down and pushed behind the first one.

The process of excavating and pushing was repeated until the first pipe ultimately reached Nos. 2-3 platforms. Meanwhile the soil had been removed along the inside of the pipes and up the shaft. The same method will be followed at the other platforms until the pipes are laid beneath all the tracks to an outlet into the nearby River Yarra.

## SUGGESTOR IS PAID £45 FOR IDEA

**O**VER 200 suggestions were adopted by the Betterment and Suggestions Board for the last financial year and individual awards ranging up to £45 were paid by the Department. In one particular instance, a suggestion at present under consideration by the Board promises to bring about a saving of £500 a year.

The number of suggestions adopted was well up to the average, and the variety and ingenuity of the ideas showed that a considerable percentage of railwaymen are devoting much thought to improvements in the service.

Many suggestions which were relatively unimportant individually, were in the aggregate of appreciable value to the Department. They generally had the virtue of revealing how further economies could be secured, without loss of efficiency, in the matter of tickets, forms, books, paper and printing, etc.

Among the more conspicuous suggestions was an ingenious method of adjusting the amount of coal on the grates of the boilers at Newport Power Station. This system, designed to meet variations in the size of coal, has had the effect of saving the fuel by ensuring more efficient combustion.

Another bright thought was the preparation of a jig which saves time in marking off locomotive axle boxes before they are machined.

More—and still more—ideas are wanted, however, particularly for the elimination of waste, and as railwaymen will discover, attractive awards are paid for successful suggestions.

## Stores Chief Back

**M**R. H. S. SERGEANT, Comptroller of Stores, is back again in his old post after twelve months in close association with the former Chairman (Mr.

H. W. Clapp) in the Aircraft Production Commission.



As will be readily recalled, Mr. Sergeant was loaned by the Department to establish an efficient Stores system for the Commission and he was appointed Controller and later Stores Consultant, two posts which he filled with his customary undemonstrative efficiency.

Mr. Sergeant found much to interest him in the Aircraft Production Commission and treasures written testimony to the value of his work in a warm letter of thanks from Mr. Clapp.

## SAVE FIRST-AID SUPPLIES

**T**HE war on waste must be fought vigorously on all fronts. It is necessary for the proper treatment of patients that everything, however small, must be saved. Those responsible for Ambulance Boxes in vans, depots, etc., must redouble their efforts to conserve supplies. To quote only one item, the Department uses nearly 2,000 dozen bandages of varying sizes in a year and most of the material from which they are made is imported.

Scissors too are a costly item which, in the past, have come from abroad. The difficulty of obtaining goods from overseas hardly needs stressing. The Commissioners appeal to all the staff concerned not to waste an inch of bandage, lint, gauze or adhesive plaster.

## Increased Demand By V.R. Staff For War Savings Certificates

**I**N the last two months the number of contributors to the Railways War Savings Certificates Group has increased by over 50 per cent. The greater proportion of the contributors are purchasing £1 certificates for which they actually pay 16/-, but there is a steadily increasing demand for the £5 and £10 certificates for which the purchase prices are respectively £4 and £8.

War Savings Certificates, of course, are redeemable at their face value at the end of seven years, but the fact that railwaymen regard them as a profitable form of investment possessing the additional attraction of security, is shown by the record of several individual applications outside the group system.

Among these may be mentioned for particular commendation the application of a member of the workshops staff for certificates amounting to £200.

Those results are gratifying, but there are still many railwaymen who are not included in the group. Even the minimum contribution of 1/- a week by 75 per cent. of the railway army of approximately 24,000 employes would mean helping Australia, and consequently the British Empire, to the tune of over £45,000 per annum.

Australia needs every shilling that we can spare. No heroism is too high or sacrifice too great to prevent our country with all its benefits of freedom of thought and opinion and, above all, its machinery for the protection of the working man, falling under the control of the Axis powers.

**This is your war. Join the War Savings Certificate Group today.**

### BLOOD DONORS WANTED

**D**ONATIONS of blood are still wanted for local military hospitals and serum replacements for the "blood bank" established by the Australian Red Cross Society. With the nation at war, big quantities of blood are required for transfusions locally and for the supply of serum overseas. Five hundred people are needed to contribute blood to this most worthy of causes. Railwaymen in the metropolitan area are invited to submit their names to the Ambulance Officer, Ambulance Depot, Spencer Street, for enrolment with the Red Cross Society.

### First Aid Contests

**W**HEN this issue of the "News Letter" went to press, nearly 400 railwaymen in all parts of the State were busily refreshing their knowledge of first aid in readiness for the District Ambulance Competitions to be held this month.

Locations and dates of the various events are as follow.—Benalla, September 2 and 3; Bendigo, September 4 and 5; Ballarat, September 11 and 12; Ballarat (Geelong District), September 12 and 13; Jolimont (North Suburban), September 16, 17 and 18; Jolimont (Eastern and South-Eastern), September 19; Jolimont (South Suburban), September 23, 24 and 25.

The Championship of the Victorian Railways will be held at Mt. Evelyn on October 24.

## AMAZING RAILWAY PERFORMANCE IN DUNKIRK EVACUATION

**D**ETAILS now to hand reveal the part played by the English railways in the evacuation of 320,000 war-worn British and French troops from Dunkirk in May last. The achievement was even more remarkable than was disclosed in the brief cable originally published in the Australian press.

Its most extraordinary feature was the magnificent speed and efficiency with which a great fleet of trains appeared on short notice at the ports where the troops landed and then disappeared into the busy background of a wartime England delivering the soldiers in remote villages in record time. In some cases men were carried for re-embarkation at other ports.

The first train left the coast at 7 a.m. on May 27 and at 4 p.m. on Tuesday, June 4, the feat was completed. In those nine days, 620 special trains conveyed 319,116 officers and men without a single hitch or mishap.

### Value Of Telephone

As there was no time for written instructions to the railway staffs, the whole of the movements were directed by telephone.

In routing the trains London was avoided as far as possible. The amazing network of railways over Southern England permitted trains to skirt round the world's metropolis, and though in some instances normal passenger traffic had to be cancelled or diverted the availability of an alternate route for ordinary traffic often reduced the inconvenience to the civilian traveller to a minimum.

Nobody complained of delays in such an outstanding emergency. Railway staffs worked right round the clock dispensing with sleep and food for long periods. Civilian assistance in feeding and attending the wounded and worn out soldiers was freely given, and so what the "London Times" very properly described as a "miracle" of transport went down, gold lettered and underlined, into history.

### Triumph Of Teamwork

The Southern Railway Company was principally responsible for the scheme. It provided 55 trains, but three other great English Companies, the Great Western, the London, Midland and Scottish, and the London and North-Eastern Railroads respectively contributed 40, 44 and 47 trains to the traffic pool and co-ordinated with the Southern Railway in every possible way.

Altogether, it was a superb performance establishing once more to the discomfort of our enemies the supremacy of the steadfast little country which we are proud to call "Home."

## SUCCESS OF CLAIMS PREVENTION PLAN

**T**HE Claims Department maintains its relentless checking of the causes of damage which lead to demands for compensation. That this steady campaign for greater care in packing and hauling is proving valuable is shown by the fact that, despite an increase of over 200,000 tons in the goods, parcels and live stock carried for the year 1939-40, and heavy claims for damage under exceptional circumstances, the total amount paid for damage, etc., was only £348 higher than in the previous year.

For some years an officer has been specially engaged in investigating causes of damage. Sometimes it is difficult to ascertain the cause of the trouble—but, by patient examination and test, proof is obtained that the consignment has either been badly packed or that there is some remediable fault in its manufacture.

No better illustration of the value of this investigatory work can be provided than in the Department's experience in the transport of radio sets. The great proportion of these sets is made in Sydney and in the large consignments which came to Melbourne by rail, there was some damage, for which claims were large.

Close examination indicated a certain fault in the packing peculiar to this

freight, and other requirements were also suggested. The result was that over 1,500 sets have since covered the long journey without any damage.

Every case of damage to goods in transit is investigated and in instances where an improved method of packing has been suggested and adopted it is sometimes decided to test it out on a trial journey. As the results show, this special investigatory service originated by the Victorian Railways has fully justified itself.

If any further evidence were required, of the value of proper packing and careful handling, it is only necessary to quote the railways egg record—approximately 4½ million dozen were carried all over the State last year, with a maximum amount of damage—mostly cracks—of just on .052 per cent.!

## V.R. ENLISTMENTS PASS 1000-MARK

**E**NLISTMENTS from the Victorian Railways in the various Australian fighting forces passed the 1,000-mark last month. When this issue of the "News Letter" went to press, the total since the outbreak of war in September last had reached 1,014. Details of the latest enlistments are as follow:—

### A.I.F.

**B**ILLPOSTER J. Jackson; Car Pntr. G. W. Bell; Clerk C. R. Perry; Cas. Labrs. F. H. Phillips, W. T. Laverick, W. Garvie, N. Barrie, J. Saunders, T. Currie, R. Scarby, and C. D. Gardner; Engineering Asst. H. L. Jones; Eng. Clnrs. S. J. Boyd, R. Kee, E. A. Hay, G. E. Windebank, J. A. Bunting, N. P. O'Brien, J. L. Kerris, P. W. Orchard, H. A. Cooke and R. E. Satchwell.

Firemen G. G. Killingbeck, C. J. Archer, C. C. Knight and F. W. Fox; Labrs. (Skld.) G. R. Augustine and L. F. Merton; Labrs. J. T. O'Connor, M. A. McKay, K. Young, H. J. Matcham, B. Atkins, A. F. Beddoe, A. Smith and C. W. Stewart; Lad Labrs. S. Jones, V. Bates, W. Trickey, K. E. Allen and W. P. Payne; Lineman's Asst. W. M. Moore.

Messgr. F. P. Sherry; M.L. Driver R. N. Beatty; Packer and Trimmer F. T. Hotchins; Prtrs.-in-Chge. H. E. Sewell and J. A. Hayhoe; Bookg. Prtr. A. K. Lobley; Optg. Prtr. T. M. Brown; Yd. Prtr. W. J. Hill; Porters S. Barly, L. O. Jacobson, H. P. Clark, W. J. Sheehan, W. Booth, C. F. Reeves, J. O'Donnell and V. Gamble. Reprs. W. J. McConville, G. J. Mc-

Dougall, P. G. McNair, L. Ryan, J. A. Wilson, H. F. Wood, C. J. Blake, A. E. Blackburn, J. P. Dundon, P. J. Gordon, W. F. Lawley, G. H. Meadows, J. G. McDermott, J. P. McDowall, H. D. McKenzie and A.R. Wentworth.

Shunter (Ldg.) L. A. Clapton; Shunters J. R. Lockhart, E. J. White, R. Penhallurick and G. M. Phelps; Signalman W. Nicholls.

### R.A.A.F.

**A**PPCE. F. & Trnrs. K. J. Brophy, D. M. Carbarns and J. H. Waddell; Apnce. B'mkr. C. Trotman; Cas. Labr. W. Atcheson; Clerks F. R. Taylor, A. W. Thomson, R. H. Twose, H. B. Robertson, R. D. Watkin, J. M. Bouch, L. H. Walters and J. L. McQuillan; Jnr. Clerks J. L. McVicar, A. O. Holland, A. Spink and A. Brady.

Eng. Clnr. J. Moon; Lad Labrs. N. J. Marsh, L. L. Allen, L. C. Beckwith, E. Saulty, W. L. Blackie and I. Calder; No. Taker K. W. Camp; Office Asst. J. H. Renwick; Pastrycook T. Quinn; Porters A. E. Grocock and H. Forrest; Repr. V. E. Pratt; Telegraphist J. M. Ward.

### NAVY.

**C**AS. Labr. J. L. Robinson; Labr. F. Swaby; and Repr. C. C. Langley.

## Big Attractions Of Rail Periodical Fares

**J**UST now the Department is advertising a number of things of value to railway users—not the least of them the virtues of periodical, all-lines and sectional tickets for country travel. The rationing of petrol, with the obvious consequence that some car owners will keep their cars in the garage, must mean a considerable access of business to the railways.

Car owners and others are being steadily told just what awaits them when they patronize the trains. Comfort, convenient time-tables, and the certainty of making their destinations in safety, are all supplementary to the main story that regular rail travellers can command surprising bargains.

Many astute patrons, who have to visit the country regularly, have already learned the economy of a

## V.R. PATRIOTIC FUND FUNCTIONS ARRANGED

Committee of Management Ball. St. Kilda Town Hall, October 2. 8.30 p.m.—2 a.m. Subscription, 7/6d.

V.R.I. Wireless Club Dances. Institute, Flinders Street station. September 2 and October 23.

V.R.I. Cricket Association Ladies' Committee. Card afternoons. Institute, Flinders Street station. Every Thursday.

V.R.I. Bowls Association Ladies' Committee. Card evenings. Institute, Flinders Street station. Commencing September 11, thence every third Wednesday.

periodical or sectional ticket assuring them unlimited travel, including breaking the journey anywhere, over the routes selected.

A six month's periodical ticket over 200 miles of selected routes, costs £23/9/- first-class, and £17/11/6d. second-class, which are the approximate equivalent of only ten ordinary return fares over the distance selected.

In some instances, patrons have purchased periodical country tickets direct from the suburbs in which they live, with the result that they secure travel from their suburban station to the city at a much lower fare than would be normally charged.

A particular example is that of one patron who pays £43/5/6d. for a yearly first-class ticket from his suburb to Ballarat, Geelong and Warrnambool. By this arrangement, he secures a year's travel on the suburban section of the journey for less than £1.

The advantages of periodical, sectional and all-lines tickets are now being more widely realised by railway travellers.

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

## New Ambulance Officials

**I**N addition to occupying newly furnished and equipped headquarters at Spencer Street, the Ambulance Organization last month had its three key positions filled by keen and competent railwaymen. Promotions approved by the Commissioners were:

Mr. W. J. Blackburn (Ambulance Officer); Mr. K. W. McKenzie (Assistant Ambulance Officer) and Mr. W. J. Muir (Ambulance Officer's Assistant). Both Messrs. Blackburn and McKenzie have been associated with the Ambulance Organization for some time past. Mr. Muir, who was formerly on the clerical staff at the Melbourne Goods

MR. W. J. BLACKBURN

Sheds, was successful in obtaining his position for which there were 34 applicants. Like his two colleagues, he possesses a wide, practical knowledge of first aid. He has taken part in many competitions, and has conducted first aid classes.

## Malvern's First Citizen

**F**OR the second time within seven years, Cr. Milton Gray, J.P. (Railways Printing Manager) has become First Citizen of the City of Malvern. Being a wartime Mayor of a large and flourishing city has no terrors for one whose other public activities bring him in line with Melbourne's busiest men. For six years he has been Chairman of the Council's Finance Committee; and for 12 years a member of the Public Works, Public Health and Gardens Committees. He is the Malvern Council's Representative on the Caulfield Technical School; Vice President of the Tooronga Road Central School Committee; member of the Board of Management of Prince Henry's Hospital; member of the Finance and Building Committees of that Hospital; and Vice-President of the Association for the Advancement of the Blind. A crowded life, but no one revels in it more than the popular and enthusiastic Milton Gray. —W.D.

## REDUCED RATES AT BUFFALO

**A** SUBSTANTIALLY reduced tariff at The Chalet, Mt. Buffalo National Park, between September 7 and Christmas presents an unsurpassed opportunity for holidaymakers at this alpine resort. For £5/19/6d., an 8-day all-inclusive ticket may be purchased from Melbourne, covering return rail (1st class with reserved seats) and road transport; meals en route in each direction, and seven days' accommodation at The Chalet. Visitors who do not book the all-inclusive ticket can obtain the benefit of the concession rate of 11/6d. per day—if they stay a week or more at The Chalet. As is generally known, The Chalet is under the management of the Department. With the object of stimulating traffic, all railwaymen are urged to give the widest publicity to the bargain rates which will operate from September 7.

## AN INVITATION

**R**ELATIVES and friends of Victorian Railwaymen who have enlisted in any of the Australian fighting forces are invited to let the "News Letter" know of any matters of general interest regarding the men concerned. Shipboard incidents; happenings in overseas camps; meetings with world figures and particularly experiences in the field... these are merely indications of the sort of news in letters which might be worthy of publication.

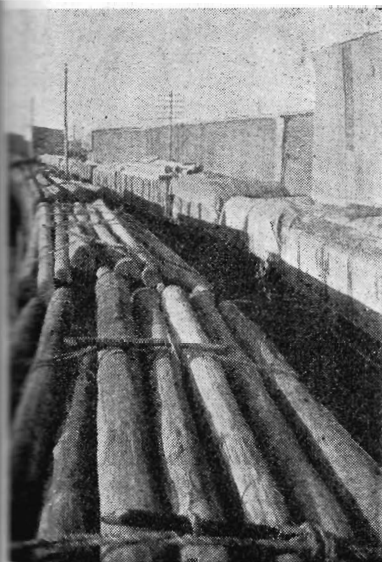
Most important of all, however, is the news dealing with promotions or exploits that win special recognition, together with any development concerning the lives of the men themselves. Send your contributions to The Editor, "News Letter," c/o Publicity and Tourist Services, Railway Offices, Spencer Street, Melbourne, C1.

# The Victorian Railways NEWS LETTER

October, 1940

Issue No. 122

## Future Traffic Needs Of Suburban Railways



RECORD CONSIGNMENT (SEE PAGE 3)

### Huge Alternator For Power Station

ONE of the most interesting of the major activities ahead of the Department is the installation of the 30,000 k.w. alternator at Newport Power Station. The stator part of the alternator is being constructed in England and weighs approximately 120 tons.

Special provision has to be made both for transport from England and from the wharf at Williamstown to the stator's ultimate resting place in Newport "A" Power Station. As there are no crane facilities with sufficient capacity to lift the stator from ship to railway truck it will have to be brought from overseas in a steamer equipped with suitable lifting gear.

There is no railway truck which can carry so great a weight, and the Department will therefore construct a special vehicle which will be 52 feet overall, the main frame 34 feet long resting on a special underframe at each end.

Each underframe will be 14 feet long and will be supported upon two standard 40-ton freight bogies having 3 ft. wheels. This truck will be unique in Victorian railway history.

### SPECIAL COMMITTEE'S BIG PROPOSALS

**A**N important feature of the Department's Annual Report is a summary of the proposals by the special committee appointed in 1938 under the chairmanship of Mr J. M. Ashworth, then Chief Engineer of Way and Works, to make an exhaustive study of the future traffic needs of the suburban railway system.

The total suburban passenger traffic is still substantially below the maximum reached in 1926/27, but the morning and evening "peak" traffic is actually heavier today. To meet this position the Committee submitted proposals for works involving an expenditure of several million pounds, which would ease the "peak" strain and provide adequate transport facilities for many years to come. Expenditure would necessarily be spread over a long period, not only for reasons of finance, but also because work of this nature must be carried out in limited stages to avoid serious dislocation of traffic.

Among the principal essentials of the near future, it is stated, is the provision of additional platforms at the Flinders Street-Princes Bridge terminal, involving tracks on two levels and the construction of additional tracks in the Flinders Street-South Yarra and Flinders Street-Hawthorn sections, involving a new station at Richmond.

#### City Underground Railway Suggested

The proposed alterations at Flinders Street and Princes Bridge stations include connections to an underground city railway designed to distribute passengers much nearer their points of work. It is emphasized that this will have the important effect of minimizing congestion of pedestrian traffic in city streets near the present terminal.

The scheme also contemplates subways at some or all of the Flinders Street and Princes Bridge station exits and the proposed track arrangement will permit of the extensive roofing of the Jolimont Yard in conjunction with possible future bridges which may be constructed by other authorities in extension of Russell Street and, perhaps, Spring Street.

Still another factor governing the future of the suburban railway traffic is the growth of settlement on the Glen Iris, Ashburton and Heidelberg lines. This expansion in the life of the metropolis stresses the impossibility of providing a satisfactory train service without further duplication of the sections of these lines where there is now only a single track.

Whilst due consideration has been given in the report to the existence and utility of other forms of transport there can be no question as to the relatively greater capacity of railways for handling mass traffic. Particular emphasis is also laid on the superiority of the train, as compared with the tram or 'bus, in the matter of delivering residents of suburban areas speedily at their destinations. On this subject, the following table is illuminating:—

Distance (Miles).	Normal time taken by	
	Railway.	Tram or 'Bus.
4	11 mins.	20 mins.
6	16 "	30 "
8	22 "	40 "
10	27 "	50 "

Commenting on the plan, the Commissioners state that the scheme "makes admirable provision for traffic requirements, and has the highly practical feature that it renders possible of accomplishment an idea of many years' standing for roofing over portion of the Jolimont Yards, thus creating valuable rental sites which will contribute towards the cost of the scheme."

## Vital Facts On Road Competition

**T**HE facts with regard to competitive road transport are succinctly set forth by the Commissioners in their Annual Report for the year ending June 30, 1940. "Although no additional licences were issued for the carriage of general merchandise for hire or reward in competition with the railways," the Commissioners state, "there was nevertheless an increase, by comparison with the previous twelve months, of 1,655 in the number of road vehicles holding rights to engage in long-distance carrying. The greatest increase occurred in vehicles authorized to carry the goods of the owners in the course of trade anywhere throughout the State.

"So long as road transport possesses its present freedom to compete with the railways, a very large volume of the traffic already lost must be regarded as irrecoverable, and further substantial losses are inevitable."

The Commissioners emphasize the "important influence exercised by volume of traffic upon railway costs and net revenue. Disregarding altogether administrative and supervisory costs," they continue, "approximately 27 per cent. of the total railway costs consists of fixed charges, namely,

"Conversely, loss of volume decreases the net revenue return per unit. The decrease, however, cannot be offset by imposing higher charges. Such a course could not in present circumstances be adopted in respect of agricultural and other low-grade primary products because of the adverse effect upon already necessitous industries, and obviously it could not be applied to freight vulnerable to road competition without inviting further losses of traffic.

"Greater volume of traffic must, therefore, be looked to as the logical means of improving railway net revenue and affording the opportunity for reductions in freight charges which cannot otherwise be made."

In conclusion the Commissioners quote this striking opinion from the report of the State Economic Committee:—

"The Transport Regulation Board gave as 'a very conservative estimate' an amount of £1,505,000 as the loss caused by the carriage of goods by road and the reduction in freights made by the railways to meet competition. The figure of £1,505,000 is, however, sufficiently great to place motor competition as a leading influence in causing the deterioration of the financial position of the Railways . . . In present circumstances, we do not think it possible to balance the railway budget without better co-ordination of road and rail competition."

"Legislation alone," the Commissioners conclude, "can provide the remedy, and we again emphasize the necessity for introducing an appropriate measure at the earliest opportunity."

interest and exchange, sinking fund payments, superannuation and pensions.

"Many more tons of goods and many more passengers could be carried without adding to these fixed charges, because under present conditions the system is not being used to full capacity. In other words, the effect of increased volume of business upon the present capital investment would be to spread the fixed charges over a wider field and thus increase the net revenue per unit of traffic carried.

## Valuable Results From Salvaging

**T**HE salvage of obsolete and surplus materials is being intensively undertaken at Departmental workshops and depots. Every avenue which is likely to prove profitable is being closely scrutinized. Valuable results are also being achieved by a review of all slowly moving and obsolete items of stock at the Department's storehouses.

The Standardisation Committee, which in addition to its other duties, meets regularly for the purpose of examining ways and means of conserving materials likely to become depleted owing to war causes, is responsible for the activities in connection with non-ferrous metals and other materials vital to the Department.

No economy, however small, is overlooked. Rasps and files have been reconditioned with success.

Even scrupulous care in the use of Sodium Acetate in footwarmers

### Loco. Men's Apt Slogan

**STARING** at the staff on a notice board of the North Melbourne Loco. Sheds and written boldly in chalk is the following very topical slogan:

**ACT PROPER  
SAVE COPPER.**

No one misses that message. It amply demonstrates the keen interest taken by railwaymen in the present widespread campaign for the salvage of valuable materials.

has not been forgotten. Alterations in design of footwarmers will probably cut the annual requirements of Sodium Acetate to about one-third of the present consumption.

Savings in paper include serviettes for refreshment rooms which have been reduced to half size. Brown paper is being re-used to a greater extent than before. Incidentally, half a million out-of-date tickets were used up for unimportant excursions, race meetings, etc., without any weakening of the ticket checking efficiency.

### A Patriotic Duty

The increased care in the use of stationery is revealed in a comprehensive table showing that among other items the consumption in three months of memo. forms and type-writing carbon sheets has been appreciably reduced.

The possibilities of these salvaging measures are obviously great and the Commissioners earnestly appeal to all railwaymen to co-operate to the fullest possible extent. This is not only good service to the Department . . . it is also a patriotic duty.

## BUY WAR SAVINGS CERTIFICATES

**E**VERY day we read stories of Britain's courage in the greatest challenge to the national valor ever known.

Although the R.A.F. and A.R.P. Services are doing magnificent work, which is the admiration of the world, in defending their homeland and in attacking enemy concentrations on the Continent, the violence and terror unleashed by the Germans in their barbarous attacks are finding many victims.

We in Australia—carrying on our jobs free at the moment from the menace that is England's lot—must contrive to give all the assistance that is in our power. We have a growing army, a busy fleet, and our airmen are included among those incomparable fighting men of the skies who are taking a toll of the enemy.

We must realize that England's battle is our battle; it is a cause calling for widespread sacrifice. Should the Nazis prevail, everything we hold dear would be numbered among the throng of our happy recollections. One of the many ways in which we can help our common cause is to invest every penny we can afford.

Contributions to the Railways War Savings group are gradually growing, but there is still a big percentage of railwaymen who have not yet joined up. Is it too much to expect that every railwayman will **BECOME A MEMBER OF A WAR SAVINGS GROUP?** Remember, contributions are not a gift but an actual saving and investment.



# DEPARTMENT'S EXPERIMENTAL WORK WITH ALTERNATIVE MOTOR FUELS . . .

**R**AILWAYMEN are already well accustomed to the process in war time of developing substitutes for a variety of imported materials, and will therefore understand that extensive work has been done to meet a possible shortage of petrol.

The substitutes which have been most closely studied are producer gas and town gas. The former involves the use of gas producers which are already becoming familiar in various forms on motor vehicles. Town gas may be either carried at ordinary pressure in a balloon on the top of the vehicle or may be compressed into steel bottles similar to those in which oxygen is marketed.

Few people are aware that this Department has been actively engaged in experiments with both types of fuel and in the development of the best means of utilizing them.

## Preliminary Work

Before the outbreak of war comprehensive investigations were being undertaken by a number of bodies—conspicuous among them the Melbourne University, the Council for Scientific and Industrial Research, the Defence Department, and the Sub-Committee on Motor Fuels of the State Emergency Council, on which the Transport Regulation Board, the State Electricity Commission, the Tramway Board, the Metropolitan Gas Company, and this Department, were represented. More recently the Department of Supply and Development has also participated.

Producer gas is obtained normally by burning charcoal in a limited supply of air in a suitable container or producer. Owing to the dustiness of the fuel and the air velocity which is necessary with small plants, a good deal of solid matter, mainly ash and unburned charcoal, is picked up with the gas.

Scrubbing or cleaning units are necessary to remove this solid matter before the gas is allowed into the cylinders. Otherwise the cylinder rapidly suffers wear and the use of producer gas is not inviting.

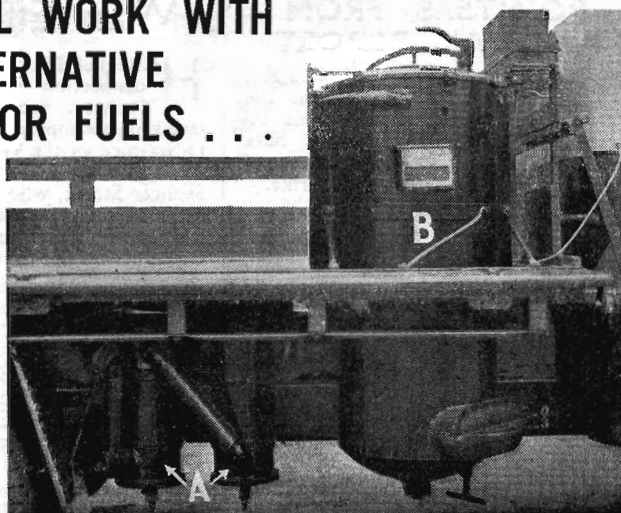
## Simple To Make

There are many types of gas producer for motor vehicles, and their manufacture is a comparatively simple matter. Owing to the desire of manufacturers to turn out a compact unit at the expense of effective cleaning, however, serious difficulties have arisen in practice and numerous failures have occurred.

The experimental work by this Department has been particularly valuable in developing standards for the effective cleaning of the gas. Special attention has also been given to the most suitable types of charcoal and still another feature of the investigation is the production of charcoal containers as a substitute for jute bags which may be difficult to obtain in sufficient quantity.

A V.R. two-ton goods vehicle converted to producer gas operation.

Cleaners (A) ; gas producer (B)



## 28,000 Telegraph Poles By Rail

**S**PLENDID co-operation between the staffs of the Forests Commission and the Department was recently responsible for the efficient transport by rail of 28,000 telegraph poles. It was the biggest consignment of its kind ever handled by the Department, and represented £5,000 in freight. (See picture on page 1.)

The poles were for shipment from Williamstown to Egypt and ranged in length from 20 ft. to 60 ft. They were railed from the Trentham and Wombat areas, also from a number of other stations including Broadford, Healesville and Beaufort.

For this traffic, which comprised 3½ million super feet of timber and weighed 6,500 tons, the longest trucks in the Department were pressed into service, including 90 Q's, 74 E's and 148 QR's.

Careful planning ensured an uninter-

rupted flow of trucks laden with poles to the ship's side where loading proceeded strictly in accordance with schedule.

**B**UT for the declaration of war, this valuable contract would not have been secured for Victoria. When the Egyptian Government advertised for the supply of poles early last year, the Forests Commission's Tender was the second lowest. The lowest tender had been submitted by the Polish Government and had been accepted.

Delivery of the timber was on the point of commencing when Germany invaded Poland, and the contract was then offered to—and gladly accepted by—the Forests Commission of Victoria.



MR. PRICE

## IMPORTANT PROMOTIONS IN TRANSPORTATION BRANCH

Four Victorian Railwaymen whose careers bear the stamp of wide practical railroading experience have been promoted to fill important positions in the Transportation Branch. They are—

	Former Position	Present Position
Mr. W. R. Price ...	Supt. of Train Services	Asst. General Supt. of Transportation.
Mr. G. Rogers ...	Metropolitan Supt.	Supt. of Train Services.
Mr. T. R. Collier ...	Dist. Supt., Geelong	Metropolitan Supt.
Mr. A. H. Game ...	S.M., Geelong	Dist. Supt., Geelong.

All have been associated with the Transportation Branch throughout their careers, gathering a comprehensive store of knowledge which makes them well equipped for the higher posts they now occupy. Brief summaries of their railway services follow :—

**MR. PRICE**—Started as a Junior Clerk, 1905. Successively Night Officer, Relvg. Stationmaster, Traffic Inspector, Train Running Officer, Chief Train Despatcher and Superintendent of Train Services. Held commission with the First A.I.F., serving for three years abroad and winning the Military Cross.

**MR. ROGERS**—Began as a Lad Porter in 1907. Later a Clerk, Assistant Stationmaster, Stationmaster, Electric Traffic Inspector, Train Running Officer, Assistant District Superintendent, District Superintendent and Metropolitan Superintendent. Was a member of the Departmental Transport Committee which recently reported comprehensively on future

rail traffic requirements in the suburban area.

**MR. COLLIER**—Commenced as a Lad Porter in 1909. Then Operating Porter, Stationmaster, Assistant Train Running Officer, Train Despatcher, Acting Assistant District Superintendent, and District Superintendent. Four years service with the First A.I.F., in which he gained the Military Cross.

**MR. GAME**—Began as a Junior Clerk in 1901. Successively Stationmaster, Traffic Inspector, Train Running Officer, Senior Train Despatcher; Stationmaster, Geelong; and Acting District Superintendent.

## POINTERS FROM ANNUAL REPORT

THERE was a deficit of £396,201, compared with £952,066 in the previous year. The revenue increased by £582,120, and would have been greater but for the curtailment of train services during the coal strike.

Country and suburban passenger journeys totalled 144,649,075, which was the best recorded since 1929/30, but was not comparable with the peak year of 1926/27 when the number of passenger journeys was 169,237,648. Goods and livestock tonnage for 1939/40 was 6,186,989, an increase of 211,136 tons on 1938/39, a drought year, but over 1,000,000 tons below the quantity of goods and livestock carried in 1937/38.

Reflecting the reduced train services owing to the coal strike in March, April and May, the passenger train mileage decreased by 591,203 to 11,843,042. Goods and livestock mileage dropped by 290,461 to 5,164,928.

### Urgent Works

Once again the Commissioners stressed the urgent need for making regular provision for a largely increased works program, including the construction of locomotives, carriages and trucks, as well as betterments and renewals of way and works. Financial limitations have made it impossible to keep pace with the obsolescence of a great deal of our equipment, and much of it is in a condition where its retention in service is uneconomic.

Owing to the inadequacy of the construction program during the past ten years the average age of locomotives in commission increased from 18.2 years in June, 1928, to 27.4 years at June 30 last. The estimated normal economic service life of a locomotive is 25 years.

To provide for replacements at least 20 new locomotives should be constructed each year, and even this provision would not bring about any improvement in the excessive average age.

"There cannot be any question," the report states, "as to the paramount importance of maintaining the State's greatest asset in a sound condition from year to year to ensure long term stability and thus enable it to meet normal peaks. This fact is given greater emphasis under present day conditions."

### SERVICE

Dear Sir—The pleasant and helpful demeanour of Conductor No. 138 noted on the Brighton tram this morning calls to mind the consistent and general courtesy one receives from all conductors on this line. I should be surprised if this has not been commented upon by many other travellers. Whatever the reason; example, leadership or other; my suggestion is that it should never be relaxed.

—Mr. P. J. Reynolds, 389 St. Kilda Street, Elwood, writing to the Chairman, Betterment and Suggestions Board.

## War Effort Aided By Railwaymen

HIGHLIGHTS of the activities in connection with the Victorian Railways Patriotic Fund are the inspiring examples set by groups of railwaymen in the Workshops at Spotswood and the Electrical Workshops at Spencer Street, who are making equipment in their own time for the Australian Red Cross and the Australian Comforts Fund.

At the Spotswood Workshops, where an auxiliary committee was formed last month, a large number of railwaymen are working from 4.15 p.m. to 6 p.m. on Mondays to Fridays.

So far they have made 250 "Thomas" leg splints, and a further 250 are now in course of manufacture. The present program of these voluntary workers also includes the making of 100 bedside lockers; 50 folding chairs; and 50 Red Cross packing cases. The material is being supplied out of the money received by the V.R. Patriotic Fund.

Responding to an appeal from the Red Cross, Mr. H. P. Colwell (Chief Electrical Engineer), generously donated the material for the manufacture of 250 "Thomas" leg splints. On Mr. Colwell mentioning the matter to the staff at the Electrical Workshops, Spencer Street, a group of men and apprentices immediately began the

manufacture of these splints in their own time after the normal working hours.

Plans are being made for Mr. W. E. Elliott (Organizing Secretary) to address meetings of railwaymen at other Workshops where it is hoped to form auxiliary committees whose activities—in addition to arranging various money-raising functions—will include a program for the voluntary manufacture of equipment required by the Red Cross and the Comforts Fund.

\* \* \*

A STRIKING but little-known way in which the national war effort is being greatly assisted is the voluntary work in the production of important working drawings which nearly 50 railway professional officers (engineers and draftsmen) are performing at the request of the Munitions Department.

The work is of the utmost urgency and importance, and for four hours on each Wednesday night these railwaymen are carrying out the job.

Ten members of the engineering staff at the Newport Workshops have also made an invaluable voluntary contribution to the general war effort.

For 2½ hours on four nights a week for up to eight weeks, these railway officers, in company with another band of enthusiastic voluntary workers from private engineering works, carried out, on behalf of the Commonwealth Government, an analysis and classification of the many thousands of returns of machinery submitted by engineering establishments throughout Australia.

### Death of Mr. W. A. Emmerson

"THE recent death of Mr. William A. Emmerson (Assistant Engineer) is a severe loss to the Signals and Telegraph Division. He was, in truth, a track circuit specialist who was responsible for a number of notable improvements in our signalling system." That tribute to a highly popular and efficient railwayman was paid last month by a senior official of the Division.

Among the special signalling schemes devised by Mr. Emmerson was the improved method of switching out electric staff stations; and the unique method of remote control of two crossing loops situated widely apart between Newport and Laverton. The latter system was one of the most important factors in enabling the Department some years ago to increase the capacity of the Geelong line by reducing the necessary headway between trains.

Mr. Emmerson, who was 41 years of age, joined the Department as an apprentice in 1915. His terms at the Working Men's College were marked by a series of brilliant results at examinations. He was promoted to the Head Office engineering staff in 1920.

### They Want Reading Matter !

HERE is a simple yet much-appreciated way in which we can all help to lighten the burden of the men in Australia's fighting forces. They are urgently in need of a continuous flow of reading matter.

Have you any books, periodicals, weekly sporting journals, etc.—in fact, any publications that would be appropriate? If so, do not throw them away.

Make up a parcel—do it regularly—and send it by rail addressed: "THE AUSTRALIAN COMFORTS FUND, MELBOURNE." That is sufficient address. The parcels will be carried by train free of freight charge.

### More V. R. Enlistments

#### A.I.F.

A SST. Engineer W. H. Mence  
Cas. Laborers A. Bower and  
T. B. Kennedy; Cleaners A.  
Colville, S. Dillon, T. C. O'Brien and  
P. L. Brown.

#### R.A.A.F.

A PPCE. Fitter and Turner O. Giles  
Cas. Laborers F. G. Stirling and  
F. Dann; Clerks R. H. Roe and  
A. H. Blake; Jnr. Clerks E. H. Darke,  
F. E. Hay and C. F. Hall; Motor Lorry  
Driver H. F. Wehsack; Number Taker  
R. Becker; Porter K. D. M. Mahoney  
Lad Porter F. Reilly; Train Despatcher  
E. A. Black.

#### NAVY.

C LEANERS F. Duke and W. Bruton  
Fireman D. Hutchison; Foreman's  
Office Asst. F. S. Titheridge;  
Laborers L. W. Burkhill and  
F. D. Grace; Lad Laborers A. J. Ball  
and S. J. Webster; Porter E. M. Foley.

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# The Victorian Railways NEWS LETTER

November, 1940

Issue No. 123

## £8-Million Suburban Traffic Facilities Plan

### PREMIER VISITS NEWPORT WORKSHOPS

THE Premier (the Hon. A. A. Dunstan) paid a visit to the Newport Workshops on October 10. He was accompanied by the Minister of Transport (the Hon. H. J. Holland), the Commissioners and the Chief Mechanical Engineer, and during a comprehensive inspection he was favourably impressed by all that he saw.

The magnitude and variety of the work were matters for appreciative comment by the Premier, and for some time he watched with interest the activities in connection with the construction of the "H" class and "K" class engines and the repair of locomotives, carriages and trucks.

In the light of the Department's urgent need for new rolling stock, the work seen by the Premier and the Minister has a special significance.

Trucks half a century old being heavily patched for the purpose of adding a little more to their already long life; veteran locomotives receiving the equivalent of major surgical operations; coupled with the extensive work being done on elderly types of cars and vans that have outgrown their economic careers, all served to emphasize the serious rolling stock position which has been stressed so often by the Commissioners in their Annual Reports.

The Premier said that he was "disappointed to see the extent to which the physical condition of the old rolling stock had deteriorated." Much of it was obviously expensive to maintain. To ensure that the rolling stock is placed in proper condition it was manifestly necessary to provide funds for the construction of new rolling stock at the earliest possible moment.

### SERVICE

"DEAR Sir.—After 30 years' residence in Heidelberg, I have gone to live at East Melbourne. For the greater part of that time I, and for a lesser period members of my family, have been yearly ticket holders.

For the whole of that period we have experienced nothing but kindness and attention from the station staff. The whole service has been well organized and most efficient."

—Letter from Dr. A. L. Kenny,  
13 Collins Street, Melbourne.

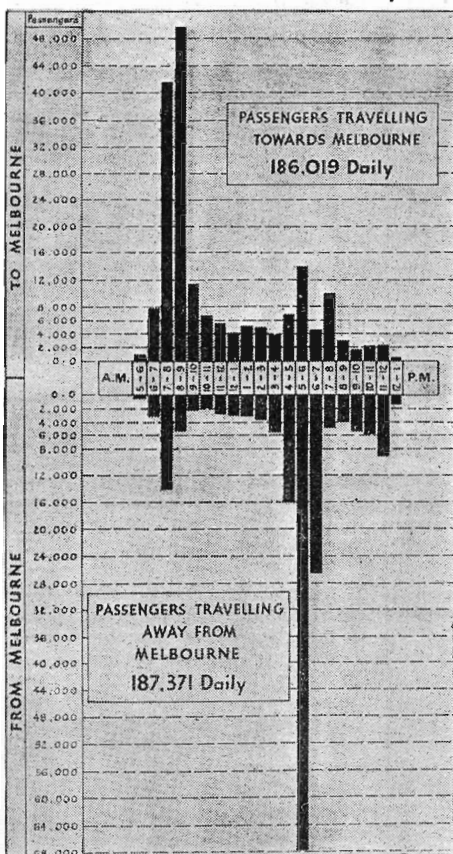
### WIDESPREAD INTEREST CREATED

AS befits such a highly important question, the Departmental Committee's 36,000-word report on future suburban rail traffic facilities has created widespread interest. Proposals include the duplication of lines; terminal improvements; and underground railway connections. Apart from making adequate provision for future traffic requirements, the scheme represents an invaluable post-war work.

In last month's "News Letter" there was an outline of the salient features of the proposals which are estimated to cost £8,000,000 spread over a period of 12 years. Since then, Mr. J. M. Ashworth, ex-Chief Civil Engineer, and Chairman of the Committee which also included Messrs. S. P. Jones (Engineer of Signals and Telegraphs) and G. Rogers (Superintendent of Train Services), addressed the Institution of Engineers, Australia, in Melbourne, and gave a comprehensive survey of the plan.

Commenting on the scheme, the Chairman of Commissioners (Mr. N. C. Harris) said that like most long range programs these works should be started

Graph From Committee's Report Showing Hourly Record Of Passengers In Suburban Trains At Point Of Greatest Density.



Mr. Ashworth

eight or ten years before the present facilities are outgrown. Assurance of long term finance is necessary for efficient execution of such a plan.

It is obvious that a high rate of expenditure on work of this character is impracticable in war time, but some of the earlier sections should be attacked as soon as possible. It is hoped to begin work on the Burnley "fly-over" during the currency of the next Loan Act.

### Post-War Work

The scheme as a whole represents an ideal one for post war reconstruction. After the present war repatriation will by no means be confined to land settlement. The rate of expenditure would then be limited by the number of sections which can be worked on at one time without undue dislocation of traffic.

The rolling stock position too required special consideration. It often happens on the afternoon peak that there is no spare train. Obviously, a small growth in business at this time would be difficult to handle, and more trains are required from every point of view. For further construction new designs would be adopted to be ready for subway operation — involving steel bodies, with communication between some of the cars for better distribution of crush loads.

## V.R. Patriotic Fund's Activities Expanding

**W**HEN this issue of the "News Letter" went to press, the number of regular pay-roll contributions at 6d. per fortnight totalled 9,253. In addition to the money from this source, the proceeds from various country and suburban activities paid into the Fund total more than £456/-/-.

Over 600 people attended the Cabaret Ball at the St. Kilda Town Hall last month. It was one of the most enjoyable functions of its kind yet held, and the V.R. Patriotic Fund will benefit to the extent of approximately £200. Special commendation is due to the many members of the railway staff who assisted. Volunteers from the Refreshment Services Branch were particularly helpful and untiring in their efforts. They carried out the whole of the catering and shared in serving the refreshments, thereby greatly assisting in reducing the expenses of the Ball.

\* \* \*

From Ararat comes news of a splendid gesture by the Shed Staff at the Loco. Depot. Two members of the Staff (Fitter C. Potter and Fitter's Assistant J. Harris) sponsored a proposal that the men should allot one hour's overtime pay for the purchase of comforts for their eight workmates serving with Australia's fighting forces overseas. The next objective of the men is the provision of Christmas hampers for their colleagues overseas.

## Salvaging History Made On Oct. 10

**S**TACKED high in numerous offices all over the system on October 10 was the most remarkable miscellany of office requisites in the history of the Department. This was the result of the strikingly successful drive throughout the service to salvage surplus office stores.

Waste-paper bins, tables, chairs, rubbers, paper clips, pens, ink-wells . . . in fact, all kinds of articles ordinarily used in offices were discovered and sent to the various Stores Issuing Offices—for re-issue.

Probably the most interesting relic found was a soiled and tattered copy of the By-Laws of the Hobson's Bay Railway Company. Strange though the contents were in parts, one could see that this book was undoubtedly the genesis of the Department's By-Laws of today.

From this special drive there emerges a lesson for every one of us: in future the maximum use of every article must be secured and, above all, no item should be ordered unless it is absolutely necessary.

Rising stationery costs and the difficulty of obtaining office requisites from overseas emphasize the vital necessity for everyone concerned to avoid even the slightest extravagance.

During the comparatively short life of the V.R. Soldiers' Comforts Club organized by the ladies in the Department (the Club's activities are now included in the V.R. Patriotic Fund) the sum of £52 was collected. Out of this amount 250 pairs of socks, 100 pairs of mittens, 50 caps and balaclavas as well as pull-overs and scarves, all knitted by members of the Club, were sent abroad, along with 500 packets of cigarettes. Many letters have been received recording the warm gratitude of the men who have received the parcels.

\* \* \*

There will be widespread pleasure at the news that the Committee of Management of the V.R. Patriotic Fund has donated £500 to the fund created to relieve distress among the sufferers from the ruthless bombing raids on London and surrounding areas.

\* \* \*

In addition to making equipment for the Red Cross in their own time, the men associated with the Spotswood Workshops Auxiliary Committee have been responsible for a novel idea designed to raise money for the V.R. Patriotic Fund. Last month, the Workshops Sports Committee organized a series of sporting carnivals during the 40-minute luncheon interval. Special buttons have been struck and are sold at 1/- each. By paying 2/6d. each for these, the purchaser is eligible to compete in a great variety of events, including foot races, bicycle races, kicking the football, etc. Trophies are awarded to the winners, and as a result of the carnival it is expected that £35 will be raised for the Fund. Like the Ararat Loco. Staff, the Spotswood Committee will use some of this money to purchase a gift for each man who has enlisted from the Shops, whilst it is also intended to send each workshop employe, who is already overseas, a Christmas hamper.

\* \* \*

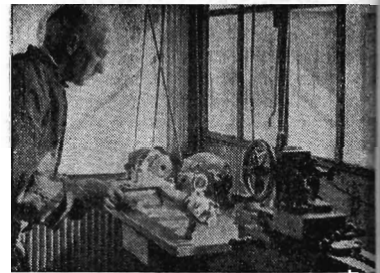
*Above will be found some excellent ideas for further patriotic activities in the Department, but the Committee is still very anxious that more should contribute by allowing 6d. to be deducted from their pay each fortnight. The objects of the Fund are worthy of every consideration and 6d. per fortnight will never be missed. We cannot and must not forget those who are so unselfishly risking all to uphold the democratic principles that are our heritage and our pride.*

## FORMER C.M.E. AIDS RED CROSS WORK

**T**O the thousands of railwaymen who know Mr. Alfred E. Smith, former Chief Mechanical Engineer who retired in 1928, it will be no surprise to hear that a flow of sturdy bandage winders for the Red Cross is now emerging from his famous "backyard workshop." This remarkably versatile personality, who is a skilled musician and very impressive performer in oils and water colours, has made nearly 50 bandage winders—invaluable time-saving articles which enable attenuated lengths of bandage to be neatly wound at accelerated speed.

The bandage winders (see page 3) are perfect examples of the renowned Smithian skill and precision that directed the manufacture of all manner of railway rolling stock, including the giant "S" class locomotives. The wooden base of the winder is 6 inches x 3½ inches, and the two vertical pieces, each 5 inches high, carry top and bottom mild steel rods.

In between is the hexagonal mild steel shaft, with a brass handle covered with bakelite. The turning and drilling have been carried out on the lathe



MR. SMITH IN A CORNER OF HIS WORKSHOP

which Mr. Smith made himself and which has produced an amazing variety of items.

But for his valuable work for the Red Cross, Mr. Smith would have completed a striking scale model of Nelson's famous ship, "The Victory." In its present almost-finished condition, the model reveals the great patience and historical accuracy which such a job demands.

Also gracing Mr. Smith's home at Middle Brighton is another arresting example of his work: a model of a barque of the 1870's, with a seaport background painted by himself!

That, however, does not exhaust the selection of hobbies which Mr. Smith rightly proclaims as the complete solution of what a railwayman can do after retirement from a busy official life.

He is greatly interested in astronomy, and has made a telescope, performing with typical thoroughness the grinding of the lenses—a job of infinite delicacy.

## HAVE YOU JOINED THE RAILWAYS WAR SAVINGS GROUP? IF NOT, WHY NOT?

IT will only cost you a minimum of 1/- a week (2/- a pay) to join this desirable effort, and let us emphasize again that you are not making a gift, but are only lending your money to your country at a time when she needs every penny to finance the assistance she is giving in the greatest fight for the preservation of ordinary human rights and liberties that our Empire has ever known.

Certificates may be purchased in denominations of £1, £5 and £10, and the actual purchase price for each is respectively 16/-, £4 and £8. These certificates are redeemable at their face value at the end of seven years and it needs little calculation to show that the investment has the twin attractions of excellent interest return and unchallengeable security.

NOW, MAKE A POINT OF JOINING THE WAR SAVINGS GROUP.

REMEMBER: ONLY WITH MONEY CAN WE BUY GUNS...

## Lamb Slaughtering Controversy

DURING recent years there has been considerable controversy regarding the effects of delayed slaughtering on the carcass weight of export lambs. Advocates of road transport have stressed the seeming advantage of rushing the lambs to the markets and freezing works, and although there are grounds for the opinion that carriage by road results in greater loss, many growers have been persuaded to adopt this means in the belief that apparently any time saved on the journey is a benefit from the aspects both of weight and of "bloom" of the carcass.

The Roseworthy Agricultural College (South Australia) recently conducted an investigation into the claims for prompt slaughtering, and a summary of its report has now been made available by courtesy of the Transport Regulation Board of this State.

The investigations of the College related to lambs of an average farm liveweight of 63 lbs., that were slaughtered 6 hours, 24 hours, 48 hours, 72 hours and 96 hours respectively after removal from their dams.

### Liveweight Losses

It was found that the liveweight loss per lamb ranged from 2.39 lbs. in the case of treatment after 6 hours, to 7.08 lbs. after 97 hours, but 60 per cent. of the loss (4.31 lbs. of a total of 7.08 lbs.) occurred in the first 24 hours. It should be mentioned, also, that of this loss, 73 per cent. was offal and only 27 per cent. was carcass.

The report expresses the view, however, that the initial liveweight lost has little relationship to the carcass. Actually, the experiments disclosed that the HOT CARCASS WEIGHT of lambs slaughtered after delays of two, three, and four days, was less by only 3/4-lb., 1-3/8-lb. and 1-9/10-lb. respectively than of those slaughtered within the first 24 hours.

Loss in the carcass weight of lambs killed on the second and third days might be attributable chiefly to loss of moisture due to fretting, but carcasses so affected were less likely to lose so much moisture after killing and during the period they are held in pens.

If the lambs were given feed and water by the fourth day or at an earlier stage, it was conceivable that

## REDUCED FARES FOR FIGHTING FORCES

LAST month, the Government decided to grant all members of the three fighting forces who have enlisted for overseas service a return journey once a month between the stations serving their camp or base and their home at a maximum fare of 5/-. Including the greatly reduced fares already enjoyed in Victoria by soldiers, sailors and airmen travelling on leave from various camps, the concessions available in Victoria are again greater than in New South Wales, Queensland and South Australia, where members of the fighting forces are now granted one free trip home per month in addition to other fare concessions.

On the systems where the free ticket once a month is available, the cost of other rail travel for the fighting forces is considerably higher than in Victoria. For example, the Victorian concessional fare for soldiers paying their own return fare between Bonegilla and Melbourne (388 miles) is only 10/-. On other systems, however, the cost for a journey of the same distance at the available concession rates ranges from 14/6d. to 34/- as the following table will show:—

South Australia	... 14/6d.
Western Australia	... 19/8d.
New South Wales	... 24/7d.
Commonwealth Railways	... 24/9d.
Queensland	... 34/-

they might hold for several more days without further deterioration in weight or quality.

From the trade point of view, it was impossible to detect any difference in condition and bloom even in the case of lambs whose slaughter had been delayed as long as four days.

Two facts should be borne in mind in relation to the slaughtering of lambs. Firstly, it is always desirable to hold animals for 24 hours without food, but with access to water prior to slaughter. This procedure improves the quality, appearance and flavor and assures ease in slaughtering.

Further, it is necessary for the orderly conduct of business for all large scale abattoirs to have a day's slaughtering ready in the yards the night before.

The conclusion reached by the College was that there was no justification for demands by producers and others for the immediate slaughtering of lambs after leaving the flock.

## More V.R. Enlistments

### A.I.F.

Repairers J. F. Bowles and W. C. Castles.

### R.A.A.F.

Fireman H. D. Alderson; Repr. P. D. Baker; Actg. M.L. Dvr. M. P. Bradley; Cas. Labr. C. C. Griffin; Shunter C. R. Knight; Clerk D. Marrows; Cleaner J. V. O'Shannessy; Appce. Elec. Ftr. R. B. Reynolds; Skld. Labr. J. Sutton; Jnr. Clerk D. F. Smith; Porter A. A. Wall.

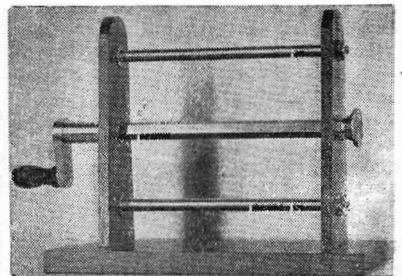
### NAVY.

Cleaner J. Baker; Skld. Labr. C. B. Begg; Fencer's Asst. W. Bryce; Labr. G. F. Daw; Lad Labr. A. Hansen; Lab. A. A. Hewet; Appce. Painter J. A. Lucas; Repr. R. L. Neate; Lad Labr. J. T. Pollard; Porter A. J. Tait.

A soldier making two trips home a month, which is not a rare occurrence, would pay in Victoria for the return journey of 388 miles mentioned above a total of 15/- (the 10/- ordinary fare for one trip and the 5/- special concessional fare for the other), whereas on the N.S.W., Queensland and Commonwealth systems where one free trip home is provided, the cost of two trips would range from 24/7d. to 34/-. In the case of South Australia, which also provides one free trip a month, two similar trips home would cost 6d. less than in Victoria.

## Heavy Week-end Traffic

With the increase in the number of camps (there are now 19 in Victoria), the extent of the transport to be provided for members of the Defence forces grows larger and the demand for trains for week-end leave has become very heavy. Over the week-end commencing on Friday, October 11, 17 extra trains were scheduled and over 10,000 men were carried to various destinations. This was in addition to passengers carried on Sunday excursions during the same week-end.



ONE OF THE BANDAGE WINDERS MENTIONED IN STORY ON PAGE 2.

## FEATURES OF MONEY-SAVING PERIODICAL TICKETS

**C**OINCIDENT with the approach and introduction of petrol rationing, the Department has carried on an active publicity campaign revealing the economy, convenience and comfort of rail travel, not only in the suburbs, but throughout the whole network of the Victorian system.

The campaign is designed to educate potential patrons in the value of the service available to them and the big savings in travelling expenses available to those using the railways for considerable periods for business and other purposes.

One feature of the appeal is the ability of the Department to quote for periodical tickets to stations in the country and over sections of selected routes.

Possibly many prospective patrons learned for the first time that periodical tickets could be taken out from a suburban station to a country destination on a cheap mileage basis which assures the ticket-holder the

privilege of unlimited travel and break of journey over the section between the suburb and the city for a small sum a year.

As an example, it may be mentioned that the cost of a first-class yearly ticket from Brighton Beach to Bendigo is £32/7/6d., the yearly fare for the portion of the journey from Brighton Beach to the city amounting to only £1/5/6d.

As the ordinary return fare from Melbourne to Bendigo is 22/5d. it needs little arithmetic to show that for the cost of about 28 ordinary return fares the person buying a first-class yearly ticket is securing twelve months' unlimited travel between Melbourne and Bendigo, with the further privilege of breaking journeys anywhere along the route selected.

The bargain nature of these concessions has been illustrated in numerous other instances, and for commercial travellers a first-class periodical ticket in the country gives the right of free transport of 2 cwt. of samples, including luggage.

Periodical tickets for Interstate travel are also available. Whereas the ordinary first-class return fare between Melbourne and Sydney is £6/16/6d., unlimited travel for a year between the two capitals can be brought for approximately 18 ordinary return fares.

Every year a growing number of car-users take advantage of the bargain fares for rail travel in the country over periods varying from one month to twelve. This year the interest has been greatly increased by the petrol situation and the widespread knowledge of the concessions broadcast by the Department over the radio and by other publicity media.

**YOU CAN HELP BY  
TAKING ADVANTAGE OF  
EVERY OPPORTUNITY  
TO MAKE THE CONCESSIONS  
MORE WIDELY  
KNOWN.**

### BIG TRAFFIC PROBLEM AT RUPERTSWOOD

**T**HE Eucharistic Festival at Rupertswood this month will provide a unique traffic problem for the Department. Fifteen steam special trains will be required on a day when rolling stock will be in exceptional demand for country excursion traffic and military specials.

To provide the necessary rolling stock for the Festival the Department will be compelled to use a number of suburban electric carriages hauled by steam locomotives. Under the unusual conditions, ingenious organization will be necessary to ensure the quickest, uninterrupted service, particularly on the "up" journey.

After detraining the passengers at Rupertswood all the trains from Melbourne will be queued up along the "down" track towards Clarkefield. Each incoming train engine from Melbourne will be detached and coupled to the rear of the preceding train in the procession, and this process will be repeated right along the line of waiting trains.

The engine on the first train will be used on the "up" line as required to facilitate the changing of the crews, and finally will haul the first "up" train leaving Rupertswood for Melbourne on return.

As the electric rolling stock engaged can only be lighted within the electrified area this stock will form the eight or ten last trains to Rupertswood. This precaution will enable these trains to lead off on the return journey, the first departing shortly after 4.30 p.m. so that all the electric cars will reach Spencer Street in daylight.

## V.R. Ambulance Competition Results

**C**LIMAX of a most interesting day at Mt. Evelyn on October 24 was the announcement in the evening that the Accountancy Branch No. 1 Corps had won the Final Senior Corps event and would thus represent the Victorian Railways at the Australian Railways Championship in Sydney this month. Second place was filled by North Melbourne Loco. No. 3; Dandenong was third.

Results of the other events were—SENIOR INDIVIDUAL—T. W. Payton, North Melbourne Loco., 1; P. Delmenico, Dandenong, 2; C. L. Kuffer, Maryborough, 3. NOVICE CORPS—Newport No. 2 (1), Ararat No. 2 (2); Newport No. 3 (3). NOVICE INDIVIDUAL—T. R. Klemke, North Melbourne Loco., 1; F. L. O'Brien, Mel-

port, 2; J. P. Smith, Seymour, 3. BEST IMPROVED STRETCHER—North Melbourne Loco. No. 3.

In making the announcements Mr. N. C. Harris (Chairman of Commissioners) warmly congratulated every competitor on the splendid teamwork and sportsmanship displayed. Mr. R. G. Wishart (Commissioner) stressed the added importance of knowledge of first aid in wartime.

All the speakers highly praised Mr. W. J. Blackburn (Ambulance Officer) and his assistants for the skilful organization of the competitions, especially commenting on the many interesting and original situations created for the contests.

## RAILWAYMAN'S INTERESTING LETTER FROM ABROAD

**I**N a letter to his brother (Mr. A. L. Telford, of the Way and Works Staff Office), Sergeant L. W. Telford (formerly a clerk in the Way and Works Branch, Korumburra, and now in England with the Railway Construction Company), relates that after several months he experienced his first air raid. A bomb landed 200 yards from the camp, and from the huge crater formed he sent his brother a small yet ominous piece of the bomb.

Sergeant Telford said the voyage to England was uneventful, the only thrill being when one of the escorting destroyers, suspecting a U-boat in the vicinity, dropped a number of depth charges. "There's no doubt about the German propaganda," he remarked. "When we reached England we heard over the Berlin Radio that our ship had been sunk and all lives lost!"

He spoke in appreciative terms of the warm and friendly reception

accorded the Australians by the villagers in England. The first local resident he met had been in Australia in 1913, and was a former employe of the Korumburra Butter Factory.

Sergeant Telford described an inspection he made of an historic college in England. His guide informed him that an old scholar was a former well-known cricketer of whom he may have heard. The name was Jardine...

Sergeant Telford's tent-mates at the time of writing were Sergeant G. Buchan (Repairer, Woolamai); P. Hale (Repairer, Wonthaggi); and E. Huber (Repairer, Baddaginnie).

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# The Victorian Railways NEWS LETTER

December, 1940

Issue No. 124

## More Highlights About Big Suburban Rail Traffic Plan

### INTERESTING FEATURES REVEALED

**S**ALIENT features of the Departmental Committee's report on Melbourne's transport needs have already been mentioned briefly in the "News Letter," and in this and following issues the whole plan submitted by the Committee will be more lengthily surveyed.

In referring to the growth of the metropolis, it is stated in the report that the population increase over the last three decades was approximately 2½ per cent. per annum, and with half this rate of increase a population of 1½ millions may be expected in the next three decades.

In studying transport requirements, the travel habit of the people, i.e., the number of passenger journeys per annum per head of the population is, of course, an important factor. The railway travel habit reached its peak about 1924, when the journeys per head were 183. Owing to the growth of other forms of transport the figure then commenced to decline and fell to 122 at the depth of the depression in 1932, but with the return to better economic conditions, has since increased to 131.

It is not thought that there will be any marked increase in the railway travel habit in the future, but even if there should be no increase at all, the passenger journeys per annum with a population of 1½ millions, would amount to 197 millions, or 44 per cent. more than at present.

### Substantial Growth Of "Peak" Traffic

An important fact emerging from the Committee's investigation is that whilst passenger journeys have considerably decreased on the system as a whole, by comparison with the maximum traffic year, the number of people travelling during the morning and evening "peak" traffic is greater than it was at the period of heaviest patronage. This is disclosed in the following table, which gives a comparison of the number passing through the barriers at Flinders Street terminal on a typical day, as well as the total number of passenger journeys in 1925 and 1939.

Year	Passenger Journeys per annum	Busiest Hour 5.15 p.m. to 6.15 p.m.		Busiest Half-hour 5.15 p.m. to 5.45 p.m.	
		No. of Passengers	Passengers per minute	No. of Passengers	Passengers per minute
1925	156,678,519	55,969	933	32,633	1,088
1939	137,039,000	58,624	977	33,387	1,113

With the concentration of traffic at one centre, the Flinders Street terminal is the busiest station in the world—almost twice as many passengers passing through the barriers per minute as at any of London's largest stations.

The capacity of the station to accommodate future traffic has been questioned. The investigation shows, however, that if additional platforms are provided at Princes Bridge and the proposed additional tracks on the Camberwell and Caulfield lines are carried to separate platforms, the whole station—with modifications of the passenger approaches—would handle double the present number of peak passengers without overcrowding. The capacity of the station is necessarily largely dependent upon the facilities for movement on the approaches. The clearance of passengers by trains is another problem to be dealt with in a later summary.

For many years the congestion in the streets adjacent to the station has been a matter of serious concern and it would obviously be wrong to permit an increase in rail traffic which would result in the congestion attaining the proportions of a traffic nightmare. The best way to obtain relief would be by distributing railway passengers to other stations in the north, instead of continuing to concentrate almost all of the traffic at one point in the southern boundary of the city proper.

(TO BE CONTINUED IN NEXT ISSUE.)

## EX-RAILWAYMAN WINS D.F.C.

**S**QUADRON-LEADER Harold Gibson Lee, recently awarded the Distinguished Flying Cross for conspicuous valour and zeal in the R.A.F.,



is an ex-railwayman. After completing his education at Scotch College he entered the audit division of the Accountancy Branch at the administrative offices, Spencer Street, just a week before Christmas in 1928 and resigned on August 1, 1930. At that time the possibility of service in the air had enthralled his boyish fancy and

he undertook a course of training at Point Cook.

He joined the Royal Air Force in 1933, and has since shown all the dauntless characteristics of the force to which Prime Minister Churchill paid tribute in that immortal comment: "Never in the history of human conflict has so much been owed by so many to so few."

In the present war Squadron Leader Lee was one of the first R.A.F. pilots to undertake long operational flights at night. It is stated officially that he has accepted more than his share of the more difficult night raids, and during intensive day and night fighting he has attacked difficult targets with exemplary tenacity.

During one particularly perilous operation he was compelled to abandon his machine. Landing heavily, he had the misfortune to break a leg.

Squadron-Leader Lee, who is now 28, is a son of the late W. T. Lee, one of the best known and most popular members of the old telegraph branch in the Spencer Street offices.

## SALVAGE WORK PRAISED

**MR.** George Brown (State Controller of Salvage) has written the following letter to the Commissioners:—

"Dear Sirs,  
The following extract from a report submitted by Mr. O. H. Lavery, a representative of this office, after a recent visit to Ararat in connection with the State scheme for the salvage of waste products, is forwarded for your information:

'ARARAT, 4.11.40. Met Mr. G. Critten, of Ararat Loco. Sheds. Was taken through workshops and shown railways methods of salvage. Organisers are to be complimented on methods in operation, which compare more than favourably with anything I have seen in this State.'

## Staggering of Hours Will Ease "Peak" Suburban Rail Traffic Pressure

**T**HE staggering of working hours to spread the incoming and outgoing railway traffic in the peak periods has already affected the working times of approximately 10,000 people. Of this total about 50 per cent. are rail users and include 2,129 State Public Service employes whose hours were altered on November 11 from 9 a.m.—5 p.m. to 8.40 a.m.—4.40 p.m. Included also in the list of train users are 780 students of three high schools and a Domestic College whose hours of study are now 8.30 a.m.—3.30 p.m. instead of 9 a.m.—4 p.m.

Details of rail users whose hours have been staggered are given hereunder:—

	No. of Rail Users	Hours before Staggering	Hours after Staggering
Railways Head Office ...	1,363	9.0 a.m.—4.45 p.m.	8.45 a.m.—4.30 p.m.
M. & M.B.W. ...	253	9.0 a.m.—5.0 p.m.	Half 8.30 a.m.—4.30 p.m. Half 9.0 a.m.—5.0 p.m.
State Electricity Commission	720	9.0 a.m.—5.0 p.m.	8.50 a.m.—4.50 p.m.
Melbourne Boys' High School	780 approx.	9.0 a.m.—4.0 p.m.	8.30 a.m.—3.30 p.m.
MacRobertson Girls' High School			
University High School			
Boyd Domestic College			
Tramway Board Head Office	30	9.0 a.m.—5.0 p.m.	8.30 a.m.—4.30 p.m.
State Public Service ...	2,129	9.0 a.m.—5.0 p.m.	8.40 a.m.—4.40 p.m.

### Large Field Yet Untouched

The alterations to date have only touched the fringe of the possibilities. Very few banks, insurance offices and department stores have yet altered their working hours. Whilst it may be difficult to vary trading hours it should be possible to spread the increasing transport demands at peak periods by staggering the working times of a substantial percentage of the employes involved. The fullest co-operation in this respect would assure better transport arrangements for all concerned.

Various factors are responsible for the quickening demand for railway transport. Among them are the general improvement in employment and the greater spending power of the urban population, whilst petrol rationing must ultimately divert a considerable number of motor users to the trains.

Adjustments have been made in the suburban services for the purpose of providing greater transport facilities, but it is obvious from the pressure in the "peak" periods that much more staggering can be done.

## RATIONALISED TRANSPORT'S VALUE SHOWN

**O**F special interest as an example of rationalisation of transport, arrangements which were recently completed for handling the passenger traffic of the Mornington Peninsula have much instructive value. Formerly, a large proportion of this traffic was carried by a number of road services operating, independently of each other, to and from the metropolis.

The amalgamation of the different interests (excluding only one of the services concerned, viz., that operating between Melbourne and Mt. Martha) was agreed upon by the operators after consultation with the Transport Regulation Board.

Concurrently, it was arranged that the consolidated interests—to be known as Poitsea Passenger Services Ltd.—would cease the competitive "through" running which duplicated the electric railway system between Frankston and Melbourne, and would operate instead as a "feeder" to the Frankston railway station.

Instituted on September 3, the new co-ordinated service is handling the

traffic with smooth efficiency. The transfer of passengers between bus and train has been facilitated by the provision at Frankston of a direct entrance from the street to the station, and a commodious shelter for passengers using the road service.

Further work has been approved to provide adequate and exclusive parking space for the fleet of road vehicles employed in the service. During seasonable peaks, it is anticipated that as many as 20 large-capacity vehicles will be so engaged.

Although Mornington is the nearer railhead for the Peninsula traffic, Frankston was chosen as the co-ordination point because of the greater frequency of trains provided by the electrified system.

The close co-operation between rail and road staffs and their keenness to demonstrate the adequacy of the co-ordinated service should ensure its complete success, and the Department is hopeful that it will prove the forerunner of other similar arrangements.

## ROLL OF HONOUR

**I**T is with deep regret we announce the deaths of Stoker H. H. Johnson (formerly of the Newport Power Station), and Able Seaman A. Ladlow (formerly of the Train Lighting Depot, North Melbourne). They were among the victims when the minesweeper, H.M.A.S. "Goorangai," sank on November 20 near the Heads. Aged 40 and 20 respectively, they were the first Victorian Railwaymen to lose their lives on active service during the present war.



Stoker H. H. Johnson

Able-Seaman A. Ladlow

Stoker Johnson was a returned sailor, serving in the last war between June, 1915, and September, 1918. On the outbreak of war in September last, he volunteered for the navy, but it was not until June of this year that he was called up.

Able Seaman Ladlow was a member of the Royal Australian Naval Reserve for several years, and he was called up for service on the declaration of war.

### "Spirit Of Progress" Patronage Rises

**D**URING the 12 months ended Saturday, November 23, "Spirit of Progress," which runs daily between Melbourne and Albury, carried the record number of 256,528 passengers. This represents an advance of 34,157, or 15 per cent. on the former highest total which was recorded during the preceding 12 months.

Since "Spirit of Progress" commenced running on November 23, 1937, there has been a progressive increase in the number of passengers carried, compared with the patronage on the former Sydney Limited express. Comparative figures are:—

	Year	Passgrs.
Sydney Limited	1936-37	181,000
"Spirit of Progress"	1937-38	209,000
" "	1938-39	222,371
" "	1939-40	256,528

Long-established records for the dining car service on the Melbourne-Albury run were eclipsed on "Spirit of Progress." For the 12 months period mentioned, dinners, breakfasts and refreshments served totalled 163,634—an increase over the preceding year of 18,763.





## Through our WAR SAVINGS GROUP we are backing up OUR FIGHTING FORCES.

THIS CERTIFICATE IS AWARDED TO WAR SAVINGS GROUPS BY THE COMMONWEALTH GOVERNMENT IN APPRECIATION OF THE ASSISTANCE GIVEN BY THEM TO THE NATIONAL WAR EFFORT.

## Have We Earned This?

HERE is a reproduction of the War Savings Group Certificate—the official recognition of the fact that a certain number of railwaymen are contributing regularly to the War funds. The receipt of this handsomely printed document should be particularly gratifying, but when a relatively small proportion of the total staff are participating in the movement it is only a subject for limited applause. To justify the appreciation which the certificate implies, many more railwaymen who can afford to contribute should be authorising the necessarily small deduction from their pay envelopes. Contributions for a War Savings Certificate of, say, £5 can be made for as little as 1/- per week, and afford all railwaymen an opportunity of helping the national cause.

## V.R. PATRIOTIC FUND AIDS MANY CAUSES

ALTHOUGH only functioning since August last, the Victorian Railways Patriotic Fund has already achieved an impressive record in fulfilling its primary objective: assistance to the Australian Red Cross, Australian Comforts Fund and other movements associated with the Empire's war effort.

By means of payroll contributions and the proceeds from functions, competitions, etc., the Committee of Management has so far raised £2,100, and the following cash donations have been made:—

British Bombing Victims, £500; Australian Comforts Fund, £500; Australian Red Cross, £50; Blamey House, £100; Air Force House, £100; Navy House, £100; Ballarat A.C.F. Hostel, £50.

In addition, the following equipment has either been delivered to or is in process of manufacture for the Australian Red Cross:—

	VALUE
750 Leg Irons	... £187/10/0
250 Leg Splints	... £125/0/0
100 Bedside Lockers	... £100/0/0
100 Folding Chairs	... £50/0/0
50 Packing Cases	... £17/10/0

## Compensation For Road Hauliers

THE Transport Regulation (Compensation) Act, which was passed by the Victorian Legislature a few weeks ago, provides for the compensation of certain long-distance competitive road hauliers, viz., those who were in existence in August, 1933, and have since continued to operate, if they voluntarily surrender their licences.

Where, however, there is more than one haulier in the same place, none can obtain compensation if one elects to continue operating. The amount of compensation in each case will be determined by the Governor-in-Council, upon receipt of a report from the Minister of Transport after consultation with the Transport Regulation Board.

In fixing the amount, aspects to be taken into consideration include the diversion of traffic to the railways

through the surrender of the licence, and the revenue earned and profits made by the haulier.

Unfortunately, there is nothing in the Act to ensure, after a haulier has been compensated, that the competition in which he has been engaged will in fact cease. It will continue to be open to him or his nominee, or to any other person, to carry the same goods under the guise of operating as an owner-carrier "in the course of trade."

Similarly, anyone will still be entitled to obtain a licence to carry on the same route fruit, market garden produce, petrol, livestock and other commodities commonly known as "Third Schedule" goods, which form a substantial portion of the tonnage carried by the road hauliers.

Despite the openings that are left for continuance of the competition, however, the Act is prima facie a recognition of the non-essential nature of the operations now being conducted by the hauliers concerned.

## Voluntary Work

With material purchased with money from the Fund, railwaymen at the Spotswood Workshops have, in their own time, manufactured the leg irons, bedside lockers, folding chairs and packing cases. Voluntary work by the staff at the Electrical Depot Workshops, Spencer Street, was also responsible for the manufacture of the 250 leg splints from material donated by Mr. H. P. Colwell (Chief Electrical Engineer).

## Fine Country Efforts

In the country, auxiliary committees of the Victorian Railways Patriotic Fund are actively engaged in carrying out programs of dances, competitions, and other special efforts to raise money. So far, nearly £500 has been raised by these means. Committees have been formed at Ararat, Benalla, Bendigo, Colac, Dimboola, Donald, Geelong, Hamilton, Korong Vale, Maryborough, Ouyen and Traralgon. In addition, committees of railwaymen at Ballarat and Seymour are working in close contact with the Australian Red Cross and the Australian Comforts Fund.

ALTHOUGH THE RESULTS TO DATE ARE VERY GRATIFYING AND ENCOURAGING, THERE IS A GREAT SCOPE FOR FURTHER EFFORT. IF YOU ARE NOT YET TAKING PART, WHY NOT START TO HELP NOW BY CONTRIBUTING 6d. PER PAY PERIOD THROUGH THE PAYROLLS?

## QUEENSLAND WINS FIRST-AID CONTEST

Under ideal weather conditions, the Australian Railways Ambulance Competition held in New South Wales last month resulted in a victory for Queensland. The team, which gained 435 points, displayed consistent work throughout and richly deserved the honour of retaining possession of the shield for the next year.

Victoria, which was represented by the Ambulance Branch No. 1 team—Messrs. M. Goodwin (Superintendent); H. T. Jones; J. D. Brown; W. J. Hart; and H. F. Agnew (patient)—were runners-up with 415 points. Then followed South Australia (407); Tasmania (3764); New South Wales (291); and Commonwealth (291).

## £500 Acknowledged

"I enclose the official receipt for the donation of £500 from the Victorian Railways Patriotic Fund to the Australian Comforts Fund.

This handsome donation is much appreciated by the President and Committee of the A.C.F., and on their behalf I have to thank you for the keen interest you showed on a recent visit to the Depot, in the activities of the A.C.F.

You will be good enough to convey to your Committee and members of the Victorian Railways Patriotic Fund our sincere thanks. The money will be used to the best advantage of our fighting forces wherever they may be."

Honorary Secretary, Australian Comforts Fund, writing to Mr. M. J. Canny, President, V.R. Patriotic Fund.

## RAILWAY UNIT ON B.B.C. SHORT-WAVE TRANSMISSION TO AUSTRALIA

FOR those Victorian Railwaymen listening to the B.B.C. on Sunday evening, November 3, the highlight was the special 15-minute broadcast by members of the Railway Construction Company, A.I.F., from "somewhere in England." The broadcast was handled by Mr. Colin Wills, an Australian journalist associated with the B.B.C. In a typical introduction he remarked:

"Everyone over here admires the way the British Railways have done their war-time job, but the Australian Railways have gone to war too. In Britain, there are Railways Construction Units of Australian Engineers drawn from railwaymen of all States of the Commonwealth, and I have been down to see one Unit in camp.

"I travelled from London through a countryside coloured with the mellow gold and russet of the autumn and turned up a by-road through a little woodland. Suddenly, in that English lane, I saw the rangy figure of an Australian sentry and at his challenge in the familiar accents of my own country, 'Halt, who goes there?' I answered, 'friend.' 'A friend has to be recognised.' I was recognised all right and I went into the camp.

"The ordinary scents of an army camp mingle with those of a railway, and railwaymen at work. I saw men toiling vigorously, but easily, as I have seen them on the tracks from Spencer Street to the Nullabor Plain and from Broken Hill to Roma, and these men have worked in all those places.

"They are railwaymen of long and varied experience, fitters, platelayers, surveyors, engineers, bridge builders, traffic men, and men of the big railway workshops—blacksmiths, steel workers, carpenters, etc. Their officers, too, are technicians, specialists in every branch of the job."

### Men's Reactions

High appreciation of the hospitality accorded them in England... the wonderful morale of the people during air raids... and the beauty of the English countryside were enthusiastically referred to by the speakers who followed.

Lieut.-Colonel Fraser, of New South Wales, who is the Officer Commanding the Unit, paid a glowing tribute to the technical skill of his men. "... Their work in the British railway workshops," he said with obvious pride, "has been a real eye-opener to engineers and technicians over here."

Sapper Cairo M. Dixon, of North Melbourne, was the only Victorian Railwayman included in the broadcast. At the time of his enlistment he was an office cleaner in the Head Office, Spencer Street. Previously, he had been a skilled labourer and repairer in the Way and Works Branch.

From what he said, it is apparent that the sporting side is not being neglected by the Unit. "I would like to thank all the sporting bodies back home," he said, "who have sent

us material for our varied sports meetings."

Sapper Dixon is a well-known Melbourne sporting identity. He has played football with North Melbourne, Williamstown and Coburg. And, as would be expected, football was very much in his mind for, over the span of 12,000 miles, came: "I would also like to congratulate Melbourne on winning the League premiership and Port Melbourne the Association premiership!"

### MORE NEWS ABOUT UNIT

FURTHER news of the Railway Construction Company on active service abroad was received last month in a letter from Lieut. W. J. Hill (Asst. Metro. District Engineer) who is the "News Letter" correspondent with the Unit.

"There is much I would like to tell your readers about our work," said Lieut. Hill, "but their interest would be nothing like that of our enemy's!" He mentioned that sports meetings, held during the voyage to England, revealed much talent, Sappers C. Dixon and K. Canning and Corporal N. S. Cannon being outstanding as footrunners and medicine-ball throwers. Sapper J. Mizzi excelled in hurling and quoits.

"Adaptability and efficiency in army training and drill routine brought to light many enthusiastic aspirants for promotion," added Lieut. Hill. "Provisional appointments were made and promotions were made to temporary ranks as follows:—

**SERGEANTS:** L. W. Telford, P. Hale, R. H. Bloomfield, G. M. Buchan and E. C. Huber.

**CORPORALS:** N. S. Cannon, A. E. Brookman, J. Gladman, J. P. Mackriell, L. A. Perry, R. J. Stanley, K. Whiteley, G. S. Jeffery.

**LANCE-CORPORALS:** C. R. Allen, J. C. Bloy, J. F. Finlayson, C. A. Lyons, A. H. Wilson, R. Porter and R. E. Belcher.

### V.R. ENLISTMENTS

#### A.I.F.

Clerks R. T. Poole and J. J. Stewart.

#### R.A.A.F.

**P**ORTER C. K. Astbury; Spl. Tkt. Chkr. G. D. Bennett; Clerk W. Bengtsson; Appee. F. & Trnr. A. C. Burrow; Jnr. Clerk L. G. Cheg-widden; Appee. F. & Trnr. R. P. Harvey; Jnr. Clerk E. I. Lane; Clerk K. Marrows; Appee. F. & Trnr. V. T. McNinn; Ftr.'s Asst. A. E. Richardson; Appee. F. & Trnr. J. Sadler and W. H. Tinning; Jnr. Clerk H. R. Truman; Appee. F. & Trnr. H. L. Wignall.

#### NAVY

Eng. Clnrs. R. Cowmeadows and J. F. Cusack; Lad Labr. C. D. Dott; Labr. P. J. Fogarty; No. Tkr. T. C. Hannah; Labr. W. J. McLeod; Lad Labr. W. C. O'Meara; Labr. D. H. Pearce.

### Don't Let Up On Fuel Conservation!

THE Commissioners regret that increased traffic and depletion of staff by war employment of one kind and another have recently made it impracticable to hold meetings of Fuel Conservation Committees.

But fuel savings and all the economies that go with them are now more necessary than ever before. Don't let up on this valuable work.

Send your ideas and observations to your district Secretary. They will be carefully investigated and, if adopted, sent to the Betterment and Suggestions Board for suitable recognition.

### Everyone Will Be Assisted If—

**O**NCE again the slogan "SHOP EARLY POST EARLY TRAVEL BETWEEN 10 AND 4" reminds the public that the busiest season of the year is upon us.

Railwaymen should make a point of broadcasting this valuable direction at every opportunity. Each Christmas sees the necessity of spreading the traffic as much as possible, but this year with the expected increase in traffic due to petrol rationing and military travel, the need is greater than ever before.

Wise people will concentrate on shopping early. It gives them the pleasure of leisurely consideration of the gifts they wish to buy and assure a wider choice.

### Post Early

In posting early there is the obvious satisfaction of having letters, cards and other Christmas postal matter delivered at the appropriate moment. A letter or packet that has been posted too late never brings the same amount of pleasure to the recipient as one that hits the doorstep, so to speak, in the big vital week before the Christmas Day. Posting early also means less strain on the Postal Department.

### Early Travel Essential

Railwaymen will concentrate particularly on advising everybody who can travel between 10 and 4. The increased demand for rail transport makes it more than ever necessary to confine as much traffic as possible to the "off-peak" hours. The Christmas shoppers should be urged to travel "off-peak" not only for her own comfort and the convenience of the Department, but also for the reason that she can in many instances enjoy the benefit of the "off-peak" fare.

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