

A black and white photograph of a landscape. In the foreground, there are dense trees and bushes. In the middle ground, a river flows through the scene. A bridge with a lattice-patterned railing spans across the river. A train is crossing the bridge. The sky is clear and light-colored.

VR
News Letter

JANUARY

1956

THE MONTH'S REVIEW

Diesel Difference

WHEN Sunday excursion trains were run to Queenscliff during the summer of 1953-54, patronage did not justify the cost of operation by steam locomotives. Consequently, the service was discontinued. However, with more economical diesel-electric traction, nowadays, the Department feels that, if a regular Sunday service to Queenscliff is still impracticable, a diesel-electric service on selected Sundays can be run. It is now proposed to run Sunday excursions, similar to the 1953-54 service, on January 1, 15 and 29. As two of these Sundays are in long holiday week-ends, these trains should both attract trippers and please Queenscliff.

Richmond Project Advances

THE £2½ million railway project at Richmond is being pushed ahead. A new station is to be built and more tracks will give greater capacity to the Caulfield and Box Hill lines. The rebuilding involves the complete reconstruction of the bridges carrying the tracks over Punt-rd. and Swan-st. The building of new retaining walls has already absorbed more than 10,000 cubic yards of concrete. Because of the magnitude of the work and the necessity to co-ordinate it with connexions between Flinders-st. and Richmond, many temporary stages have been planned to maintain the traffic flow during the construction period. The sub-structure for the new Punt-rd. bridge is being built on the south side to the limit of the width of the existing bridge. Steel girders for it are being fabricated in Melbourne. Some have already been supplied. Tenders for the reconstruction of Swan-st. bridge were being considered when *News Letter* went to press.

Speed With Safety

A recurring trouble with narrow gauge locomotives, after periodical overhaul at workshops, is their unloading from a broad gauge wagon back to the narrow gauge line. The Garratt locomotive, for instance, needs its separate articulated engine units and the boiler frame unit to be handled individually and this previously involved a series of costly and intricate operations that took two days.

First, two engine units were unloaded from the broad gauge wagon to the narrow gauge tracks; then the boiler unit was lifted from another wagon and traversed by very easy stages, with the laborious handling of heavy packing timbers until it was centered over the 2 ft. 6 in. track. Finally, the engine units were pushed into position under the suspended boiler unit which was then lowered into place.

The new wagon to track method evolved by Mr. W. Black, Foreman Erector, Newport Workshops, enables the transfer to be made in a few hours and with a minimum interference to traffic. Four steel slings, with spreaders, lift the boiler frame unit direct from the transfer wagon on to the engine units. A 30 ton wrecking crane is used. The new method was tried out successfully, recently, with G 42, at Colac.

Rail Fever At School

THE railway fans—and they are many—of Melbourne High School recently decided to follow the example of Scotch College and form a railway club. Senior boys, Howard Groome and Bruce Douglas, launched the club, and under the presidency of Don Maclean, it is now flourishing. The club has decided to build a model railway, and a levy of 3d. a week has been struck to provide funds to do it. Club members are divided into seven groups with responsibility for such things as electrical equipment, buildings, scenery, track-laying, sleeper cutting and rolling stock. The lay-out, when finished, will include a terminal station, a double track main-line and an intermediate station. Most of the track for the seven-road terminal station has been laid on its plywood base, and work has begun on point construction. The school's railway fever threatens to become a mild epidemic.

Even one of the masters has caught it, and there are other suspected cases among the staff. As club membership grows, it is planned to charter a diesel rail-car for a country excursion.

Jamboree

IN three days, 13 special trains arrived in Melbourne, recently, with 8,000 scouts from Queensland, New South Wales, South Australia and Western Australia for the Pan-Pacific Jamboree at Clifford Park, near Wonga Park. Trains also brought more than 2,000 country scouts to the city. Most of the visiting scouts reached the scene of the Jamboree by electric trains to Ringwood, and thence in tramway buses. Special train arrangements were also made for the large number of parents and relatives who visited the Jamboree camp for the official opening, and on other inspection days.

Train Popularity Rises Fast

NOVEMBER was an important month for race trains. Apart from the special services for racegoers to the Melbourne Cup carnival, the Department also ran specials to the Ballarat and Bendigo Cup meetings, the Albury Mercy Hospital Race Club's Invitation Stakes and the Woodend Cup meeting. The trains to Ballarat, Bendigo and Albury were air-conditioned, with dining car, and the Albury train also had a horse-box. It was not so long ago that country race meetings generally were ill attended, and the standard of racing suffered from the small fields. The train has altered all that. Since comfortable expresses have been taking turf patrons, in some instances direct to the course, the sport of kings is now booming in the country.

Orchids From My Lady

WRITING from Hawthorn, a regular traingoer, a lady, looks across a span of twenty months of railway service, as she has seen and experienced it, and says how much she has appreciated it—the Flinders-st. decorations for the Royal Visit (“especially the lovely crown on the dome”); the care for “the beautiful wistaria” on the railway land between Glenferrie and Hawthorn; the men who repaired the fence there, so as not to damage the flowers (“they must have been railwaymen”); and the new Australians on the staff (“so courteous and willing”).

Floods Attract Tourists

ONE would scarcely expect the flooded River Murray to be a tourist attraction, when men work through the night piling up a levee of sandbags to prevent the swollen waters from engulfing the countryside. But, such was the case, recently, at Mildura when the Murray rose several feet above its flood level. While reports were coming in of rich pasture and dairying land being submerged and valuable tomato crops threatened with destruction, the river, in its wayward mood, was proving a popular tourist attraction. Afternoon cruises by river boat, according to the Department's Tourist Officer, were particularly well patronised. It was not, however, a parallel to Nero fiddling while Rome burned, since a good many visitors lent a hand to strengthen the defence against inundation.

OUR FRONT COVER

shows an electric train crossing the Yarra at Hawthorn. Nearby is the site of the Melbourne and Suburban Railway Company's Pic-Nic station, the old earthworks of which can still be seen.

BRAKE PIPE INDICATOR INCREASES TRAIN SAFETY

A NEW safety device for passenger and goods trains has been invented by two of the Department's Rolling Stock Branch officers. It is a brake pipe indicator and has been fitted to all main-line diesel-electric and electric locomotives.

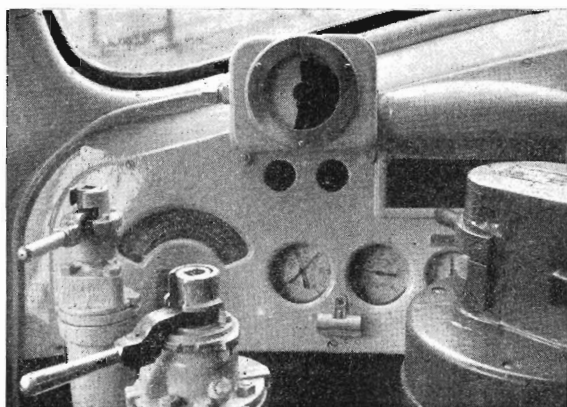
THE Westinghouse automatic air brake, one of the most valuable railway inventions of last century, is standard equipment in almost every country in the world. A fundamental feature of it is that the drop in the pressure in the brake pipe, when the driver moves the handle to the application position, applies the brakes on each vehicle of the train. A drop in pressure from any irregular cause anywhere in the brake pipe, which extends the full length of the train, produces a more or less severe application of the brakes, and indicates to the driver one or more of these contingencies :

- (1) the passenger emergency communication apparatus or the conductor's valve has been operated.
- (2) the guard or somebody else has opened the emergency cock in the van.
- (3) the train has broken into two or more parts.
- (4) a hose coupling pipe has burst or become uncoupled, or the brake pipe, or other related piping, has ruptured.

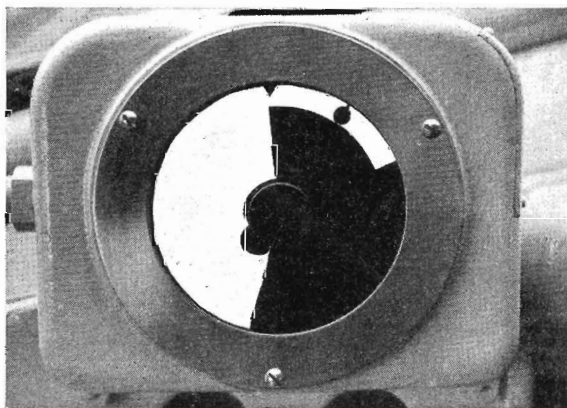
With the increasing length of trains and powerful air compressors, it has become necessary to improve the existing warning device. Brake pipe indicators, designed to give this better warning when unusual pressure conditions in the brake pipe occur and which force the driver to bring his train to a stop, have been developed in the past, but none successfully. One type proved to be too sensitive and not suitable for long trains ; another was too costly to fit and maintain.

Mr. W. L. Minchinton, a former Westinghouse Brake inspector and now Assistant Metropolitan Rolling Stock Superintendent, and Mr. A. E. Richards, locomotive design section engineer, Rolling Stock Drawing Office, have now solved the problem with an ingenious device that proved successful after months of research.

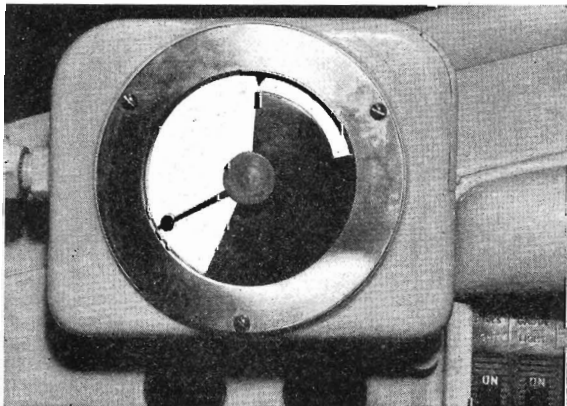
Their brake pipe indicator is simple, effective and comparatively inexpensive to install and maintain. It consists of an illuminated gauge without calibrations, incorporating the usual type of Bourdon tube used in pressure gauges. The range for which the gauge is adjusted is 70 to 120 lb. per square inch. This gives it the necessary sensitivity, and beryllium copper is used for the tube so that it can retain its shape under all service conditions. The indicator is connected to the brake system in such a way that any flow of air into the brake pipe is immediately registered on the gauge. A rotary mask, with cut away segments, enables the driver to adjust one edge to suit the normal air flow.



The brake pipe indicator on the instrument panel of a B class locomotive.



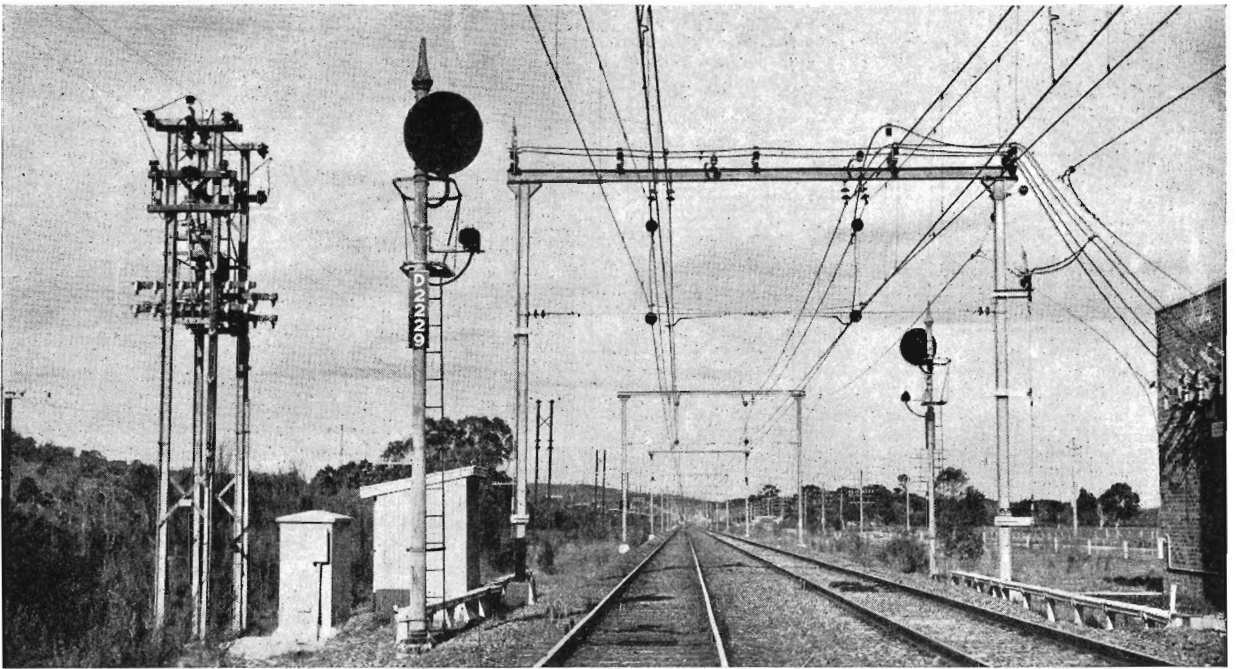
Normal running position of indicator after adjustment.



The warning given. The passenger communication valve on the 10th vehicle of *The Overland* has been operated.

This varies according to the train's length, as the longer the train the greater the number of potential leakage points from joints, hoses and related fittings. The normal range of the needle is in the small cut-out section of the mask, but when any irregular drop in pressure in the brake pipe occurs the needle swings into the large open segment, giving the driver an unmistakable warning.

The Department has applied for a patent in the name of the inventors.



Automatic colour light signals and control equipment near Tynong sub-station.

POWER SIGNALLING CONSTRUCTION

SINCE safety in rail travel depends, to a large extent, upon signalling apparatus, a high standard of efficiency is demanded from it. Automatic power signalling, already in use on a large part of the Melbourne electrified system and on the Geelong line, has satisfied this high standard. It is now being installed on the Gippsland line in conjunction with the duplication, regrading and electrification, to give rapid and economical handling of the heavy traffic on that line.

THE installation of power signalling, as well as of flashing light signals at road crossings, and signal indicators in manual signal boxes, falls to the lot of the Power Signalling Construction Supervisor and his staff. The Supervisor is responsible for implementing the plans of the Signal Engineers, who keep well abreast of all signalling developments and improvements as a result of research here and overseas.

When detailed plans for any project have been approved, they are forwarded to the Power Signalling Construction Supervisor. He, in turn, orders the required materials.

The main distribution cable for power signalling carries current at 2,200 volts. When once the cable leaves the sub-station, its handling becomes the job of the Supervisor's staff. They install transformers at various locations to break this current down to 110 volts for the operation of signals and points. Other transformers are installed to provide current at 250 volts for detecting and indicating the position of the point machines. This is an additional safety measure. When a signalman operates a point lever or switch, and conditions are safe for the points to operate, the current passes through to the motor which actuates the points. As soon as the points are operated and the blade correctly positioned against the rail, an indication light, operated by a special relay, appears in the signal box to show that the points have functioned correctly. The use of 250 volt current for these indicators provides protection from faults in the 110 volt system affecting the indicators.

The track circuit, which is the basis of automatic power signalling, comprises a section of track between two signals, the rails being insulated from those of adjoining sections. At

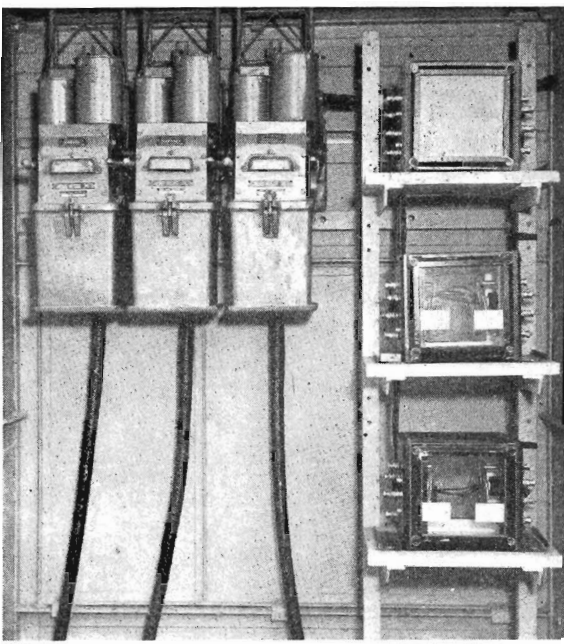
one end of the section, electric power is fed to the rails, the electrical circuit being completed through a track relay located at the other end. The track relay controls the indications of the signal in accordance with the passage of trains over the section to which it is connected. When a train is in the section, its wheels short circuit the current and the relay coils are de-energized, the signal control circuit is broken, and the signal is automatically brought to the "stop" indication.

As the running rails are used for the return to the sub-stations of the 1,500 volt direct current for traction purposes, impedance bonds must be installed at the ends of track circuits. The impedance bonds give a continuous path for the direct current, but impede the alternating signal current and cause it to go through the relay coils.

Track circuits involve the Power Signalling Construction Section in the insulation of rails at the ends of sections, the bonding of intermediate rail joints to give a clear path for the signal current, the provision of track feeds to carry current from the transformers, and the building and equipping of the relay huts to house the relays for the points and signals. Cable trunking must also be provided and the galvanised iron piping for conduit cut and shaped according to need.

Signals and point mechanisms must be installed, signal boxes fitted with power frames and illuminated track diagrams, and all necessary transformers, switchgear and relays installed and wired.

After the installation is finished and in working order, the Power Signalling Construction Section handle only major repairs, normal maintenance being carried out by the Signal Maintenance Supervisor's staff.



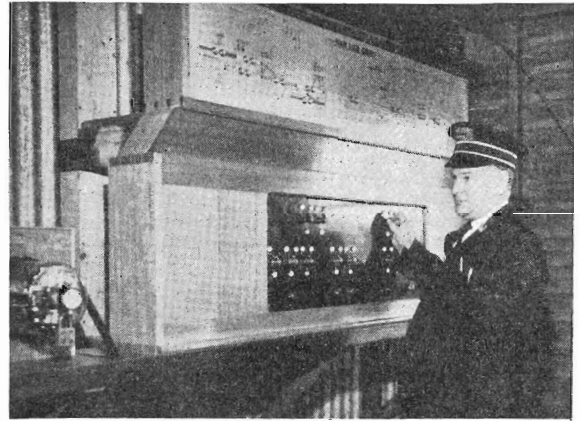
2,200 volt signal power supply switchgear and supervisory control apparatus. This can be operated either manually or by remote control from the power operations room at Warragul.



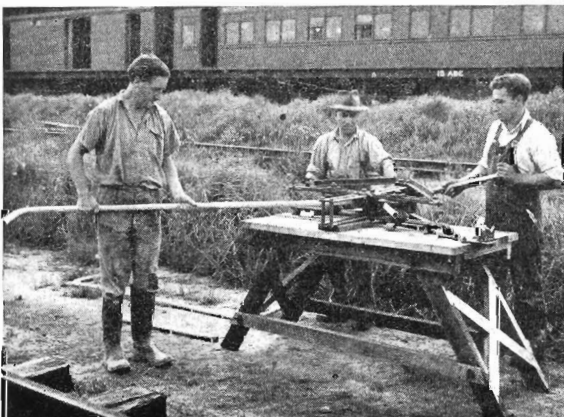
Electrical mechanics connecting wires to a point contact box.



Cable layer connecting a track circuit wire to the rail.



Control panel and illuminated track diagram for relay interlocking, housed in a temporary structure at Nar-Nar-Goon. Points and signals are operated by switches instead of by the old type levers.



Pipe fitters bend pipe to any shape necessary to fit around structures or under rails and sleepers. The pipe is used to protect insulated wires connected to signalling apparatus.



A relay rack used for relay interlocking. This shows a section of the intricate mechanism operated from the control panel in the signal box.

SNACKS AS YOU GO

THE new service of light refreshments, cold collations and a small range of appetising hot snacks in air-conditioned sitting and restaurant cars on the morning trains from Horsham and Warrnambool to Melbourne and on the afternoon trips to these stations, is already popular.



Saloon section, with the all-white modern kitchen in the background.

THE idea of this service was brought back by the Assistant Superintendent of Refreshment Services (Mr. H. L. Kennedy) from Holland and the U.S.A., where he saw such cars operating successfully. The Commissioners decided to convert two passenger cars of the group that, in the pre-air-conditioning era, were used between Melbourne-Sydney and Melbourne-Adelaide.

Conversion was carried out at Newport Workshops. Three of each car's compartments were retained, and the remaining section was stripped for the installation of a small, but well equipped, all-white kitchen. It contains a gas refrigerator and gas stove, stainless steel benches, fitted with hot water urns for tea and coffee, and specially fitted, conveniently placed racks for crockery, cutlery and canisters.

There is accommodation for 16 passengers in the saloon. There are four chromium-legged tables with a red rubber surface and 16 chromium chairs upholstered in red leather, with white piping. A glass screen separates the restaurant section from the passenger saloon, which has 16 seats for booked passengers. Space-saving is a feature of the car's new lay-out. There are 34 booked seats as well as the 16 seats in the restaurant section, making 50 in all. An ordinary car of similar size and without a kitchen seats only 48.

A contemporary colour scheme decorates the dining and passenger saloon sections of the converted car. The ceiling is off-white, the walls shell pink, merging into an orchid shade below the window sill level. A stainless steel strip divides the two colours.

The food service is clean and quick. White paper place mats are used on the tables for crockery and cutlery. The passenger may have sandwiches, biscuits, sponge cake, pies and toast, with a pot of tea or coffee. There are three varieties of hot snacks, a cold collation with salad, and fish with salad. Sweets consist of fruit salad, and preserved fruit with cream. The menu also includes, for breakfast, cornflakes, or bran, with milk.

The restaurant car staff consists of three women attendants and a supervisor. Booked seat passengers can have their meals on removable tables. An attendant also moves through the train with a tray of confectionery and cigarettes which are sold at city prices. Space is saved in the kitchen by the use of a small ticket issuing machine, secured to the counter, to issue receipts and register sales.

Typical of the many letters of appreciation of the new refreshment car service is that from the member for Portland

(Mr. G. S. Gibbs, M.L.A.). He wrote: "After travelling from Warrnambool to Melbourne and back, and having purposely chosen those times when the refreshment car would be in operation, I want to express appreciation to you and your staff for an excellent service. Taken from all angles, service and personnel, one can only say how pleasing it is to find such



Preparing trays for service.



Restaurant section, with the saloon in the background.

efficiency being provided by the railways. I have heard many complimentary remarks and I felt I would like to pass on to you the sentiments and feelings that others, and myself, feel in regard to this splendid service".

The Commissioners, in acknowledging the letter, told Mr. Gibbs that, if the two cars on the Warrnambool and Horsham lines attract sufficient patronage to justify the extension of the service, more cars will be provided.



Saloon section with landscape window.



Sandwiches for light refreshments menu.



Passengers enjoying light refreshments.

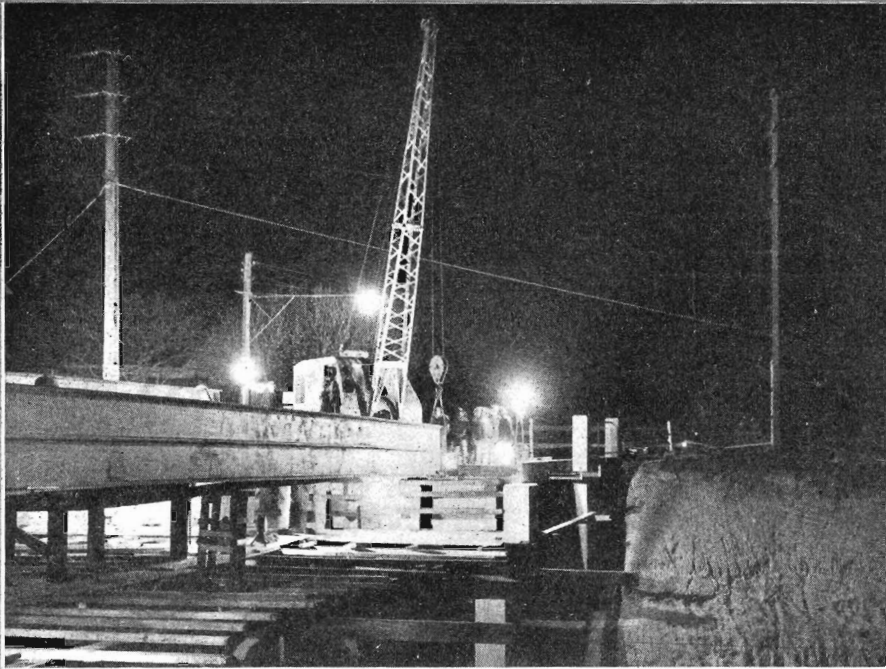


The chromium-finished restaurant car tables and chairs.

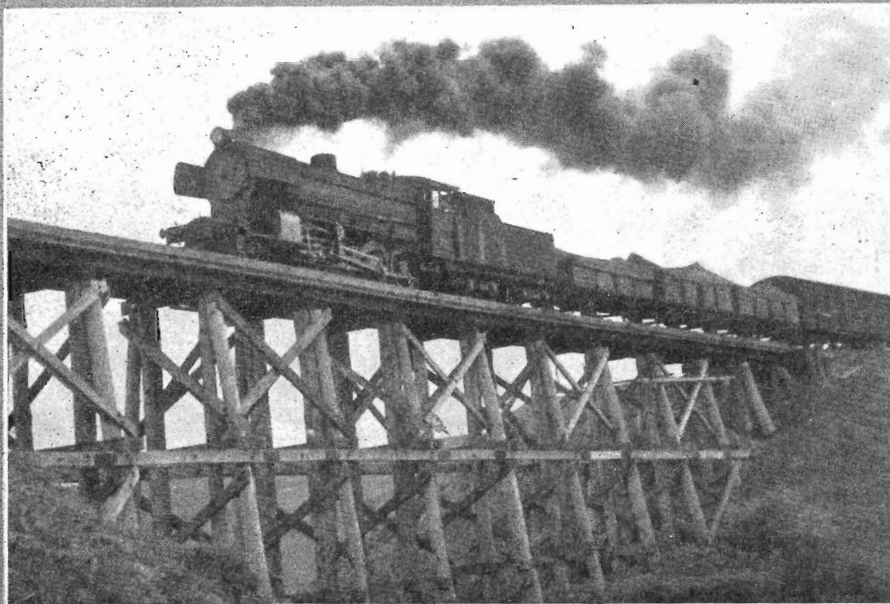


The saloon section is separated by a glass screen from the restaurant.

AROUND THE SYSTEM

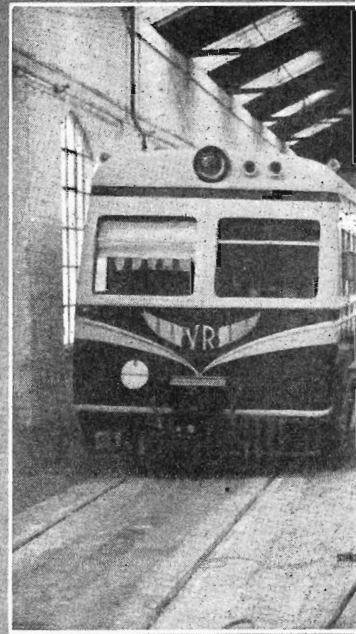


NIGHT OPERATION : An 80 ft. long steel girder, weighing 10 tons, was placed in position, recently, on the Stanhope-grove overhead bridge, near East Camberwell.



POWER : A C class locomotive sends up a plume of smoke as it hauls a goods train across the trestle bridge, near Parwan.

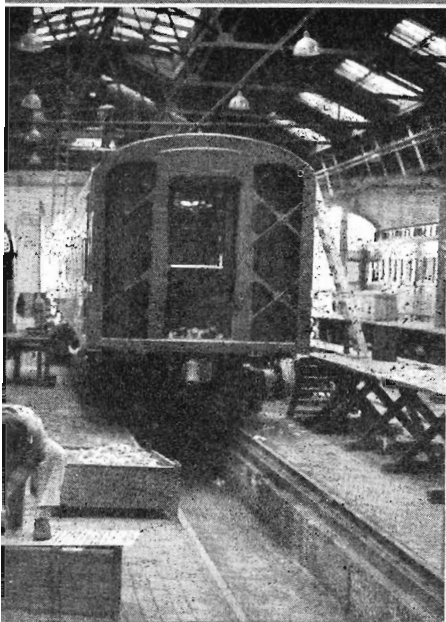
Photo : G. Grant



CAR CONSTRUCTION : (above) A new van, built in the Workshops, is one of the new all-

TROUT FRY : (below) Cans of young trout fry in a van at Spencer-st. They were la-





the diesel rail-car in the Car Shop, Newport
air-conditioned country passenger cars.

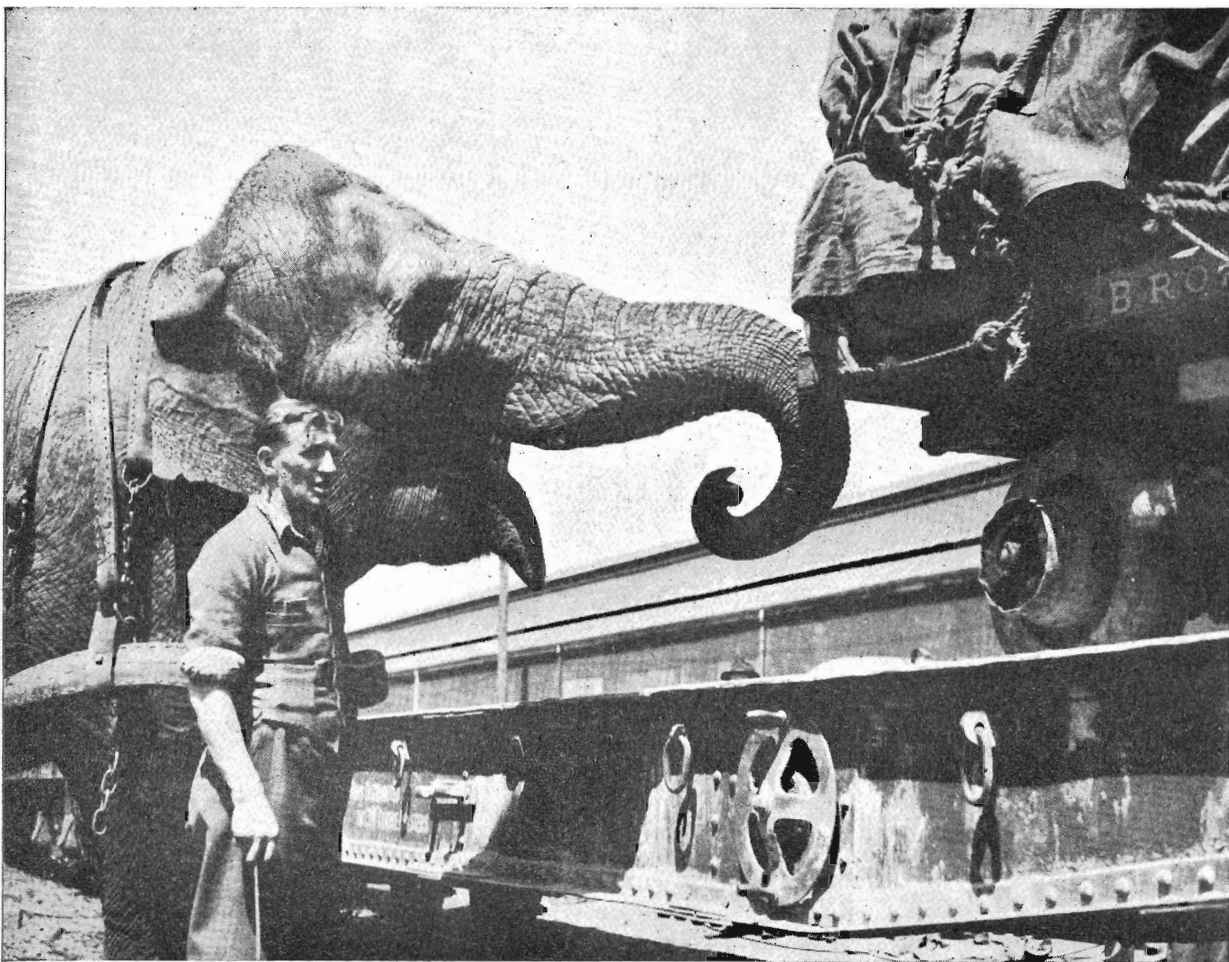
t from the Ballarat hatchery being loaded in
liberated in country streams.



WEIGHING THE MAILS : (*above*) A Commonwealth-wide biennial railway check
that occupies 30 days.

BIRD'S NEST : (*below*) Only three inches separated a mudlark's nest from the
pantographs of electric locomotives on the Gippsland line. *Photo : E. Wood*





Nudging a waggon into position. The most skilful of the elephants at this work is Alice, said to be 108 years old.

THE CIRCUS TRAIN

DESPITE the changes, in the last half-century, in public entertainment, the circus still holds its timeless fascination.

On Wirth's tours the railways play an important part by providing the special train on which the entire organization travels, eats and sleeps. Much careful planning by Traffic Branch officers is needed to work out schedules, and ensure the punctual arrival of the train at the various towns to be visited.

With its sleeping cars, sitting cars, and trucks carrying elephants, horses, animal cages, tents, poles and the great variety of other heavy circus impedimenta, the train has a gross weight of about 670 tons.

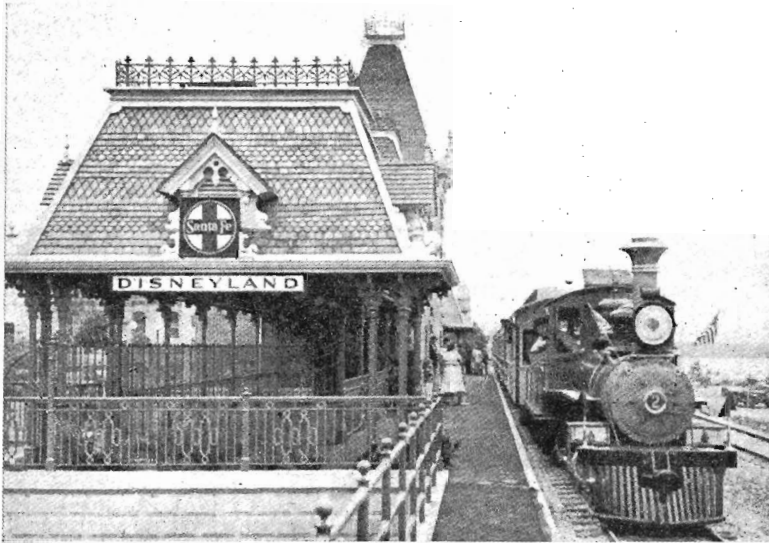
Naturally, the arrival of the train at a country town causes a great stir. Small boys seem suddenly to materialize, with their elders not far behind. In no time, a big crowd collects.

After a show, the prompt loading of the train is vital to maintain the schedule. Each act is loaded as soon as it finishes, and the train is able to get away within a few hours of the final act.

The elephants (seven are carried) are used, as well as tractors, for loading and unloading; they also haul some of the waggons between the train and the circus lot, help to erect the big tent, and do a variety of other jobs for which their great strength and sagacity make them especially fitted. Once, an elephant pushed part of the train (about 400 tons) along a level track. (The tractive effect involved was not measured.) Strong as elephants are, they also have their weaknesses; they love stolen food and are born thieves, circus men say. They pluck and eat leaves from trees, but would refuse the same leaves if they were offered to them. Whenever they get the opportunity, they eagerly salvage the few grains of wheat that remain in empty wheat trucks, their small eyes gleaming as their trunks act with the efficiency of vacuum cleaners.

Such unusual live-stock as elephants need special arrangements for their transport. The roofs of the M trucks in which they are carried are raised to 8 ft. 3 in., and door fastenings are securely wired to prevent the mischievous animals from whiling away the tedium of a journey by undoing the catches with their amazingly deft trunks.

LINES FROM OTHER LINES



The Santa Fe and Disneyland Railroad shuns anything of this era. From its mansard-roofed station to its brass-bound steam locomotives and wooden coaches, it is 19th century throughout.

Better Service from Better Surface

A new train, with special cars for grinding rail surfaces, has been built by an American company which hires it out to the various railroads. The train has eight specially built grinder cars and a power car. The grinder cars have been designed for removing corrugations and other minor imperfections of the running surface of rails. Some of the advantages claimed for rail grinding are: elimination of irregularities which cause vibration in locomotives and rolling stock and increase their maintenance costs; a smoother ride for passengers; reduced rail and joint maintenance; and reduced track maintenance by reason of less vibration. The possibility of adding considerably to the service life of rails is also foreseen.

The train is moved along at about two miles an hour, which has been found to be the most effective speed. Controls are set so that, if the train speed falls below 0.9 m.p.h., the grinder wheels are automatically lifted from the rail. This is a safety precaution to prevent the stones from actually grinding a hole in the rail head in case the train is stopped without warning.

Suburban Cars for South Africa

SOUTH African Railways' largest order so far for passenger rolling stock has been placed with a British manufacturer. It is for 349 electric motor coaches and trailers, costing more than £9 million. The new coaches, all steel and lighter than those in use, are needed to improve suburban passenger services. Two

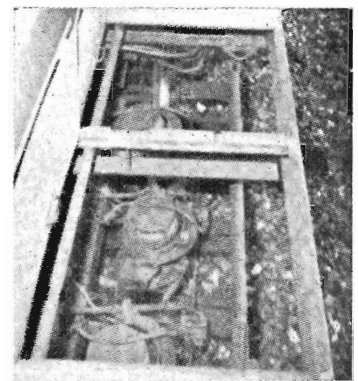
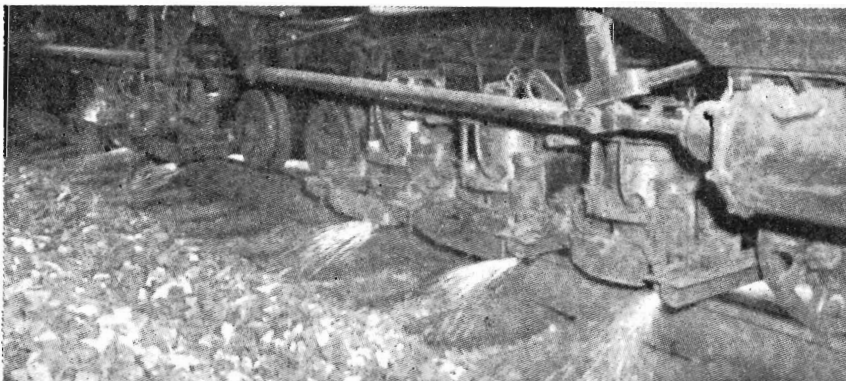
pairs of mechanically-controlled sliding doors will be fitted on either side of each coach.

Magic Kingdom Line

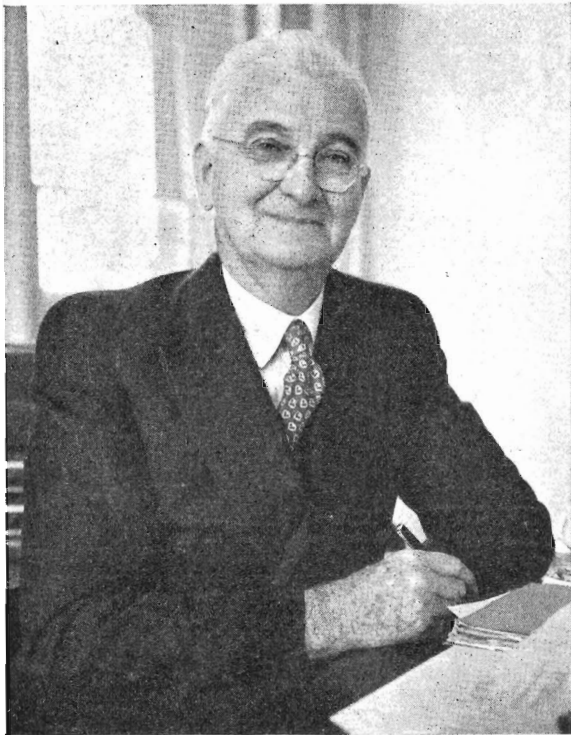
CALIFORNIA'S newest railroad, the Santa Fe and Disneyland, has just begun operations. Both passenger and freight trains run on this one-and-a-quarter mile line built round the perimeter of Walt Disney's 64-acre magic kingdom, at Anaheim, 22 miles south-east of Los Angeles. The line is of 3 ft. gauge. Earthworks entailed the moving of some 200,000 cubic yards of material which was used to build mountains and hills. The terminal station is in the style of 1890. The two locomotives are of 4-4-0 type. The passenger train has four coaches, an observation car and a mail-baggage coach. For the freight train there are four livestock waggons and a caboose. Passengers also ride in these.

Ultrasonic Detector Car

THE Sante Fe Railroad has developed a rail-testing car to detect head-and-web separations and bolt-hole breaks at speeds up to 16 miles an hour. The car uses ultrasonic frequencies to "sound-out" both rails simultaneously as it moves along. The results are recorded on a chronograph tape which indicates normal and defective conditions in the rails. When a faulty indication is recorded, the car is stopped and the operators run a local check with an ultrasonic hand-test unit. If the rail is found to be defective, it is marked for immediate removal and replacement. The car is fitted with both flange and rubber-tyred wheels, enabling it to operate with equal facility on rail or road. By manually raising or lowering the rubber-tyred wheels, it is possible to move the car off the rails at any highway crossing, thereby permitting rapid clearance for trains.



Grinding is done by abrasive wheels powered by electric motors mounted on special 'pony' trucks. Each car has two 'pony' trucks equipped with three motors over each rail. The motors are tipped at angles to provide various grinding planes on rail surface for contour.



Mr. Taylor

Chief Civil Engineer Retires

THE Chief Civil Engineer (Mr. A. P. Taylor), who has retired after 45 years' service, had completed two years of a civil engineering course at Melbourne University when he joined the Railway Construction Branch. In 1926, as superintending engineer, he was in charge of all construction in both town and country. This included road bridges at Victoria-st., Hawthorn bridge, at Bridge-rd., and the Spencer-st. bridge. The most important country railway works of that time were the Moama to Balranald and Kerang to Stony Crossing lines, and combined road and rail bridges over the River Murray at Euston and Gonn Crossing.

He also supervised the construction of the cross-country goods line between Albion and Broadmeadows, the goods line between South Kensington and West Footscray and the Darling to Glen Waverley lines. In 1938, Mr. Taylor became Acting Assistant Chief Engineer in the Way and Works Branch, and in 1949 was appointed Chief Civil Engineer.

When the Operating Improvement Committee was reconstituted by the Commissioners, Mr. Taylor was appointed chairman. The committee was responsible for recommendations that, when implemented, became major features of *Operation Phoenix*. They included the duplication, regrading and electrification of the Gippsland line, the development of the suburban railway system and planning work on the city railway.

Mr. Taylor is also chairman of the inter-departmental committee appointed to consider and report on the abolition of level crossings. He is a Master of Civil Engineering, a member of the Institution of Engineers (Australia) and of the Institute of Transport, and a certificated municipal engineer. An enthusiastic bowler, he has been a committee member of the Ivanhoe Recreation Association for many years,

and is a former president. Mr. Taylor will be with the Department for some time yet as an engineering consultant.

From Pupil To Chief

THE career of Mr. L. A. Reynolds, who succeeds Mr. Taylor as Chief Civil Engineer, is a railway success story. He had completed the first year of his engineering course at Melbourne University when he joined the Department as a pupil engineer, in 1924. Later, he took his Bachelor of Civil Engineering degree, with first class honours. His early engineering work was on bridge design in the Structure Division, such as the new bridges for the widening of Racecourse-rd., Flemington, and Mt. Alexander-rd., Essendon. In 1933, he was transferred to the Superintending Engineer's Division (now Special Works) and assisted the engineer-in-charge on the Ararat-Glenorchy regrading and, later, supervised reconditioning of suburban tracks. He also organized the Department's Hallade track testing system and prepared the handbook on it.

In 1938, Mr. Reynolds became relieving district engineer in the Bendigo, Ballarat, Geelong and North-eastern districts. When the Electrical Engineering Branch began to modernize the Newport power Station in 1940, Mr. Reynolds handled the civil engineering side. Two years later, he was transferred to Geelong as district engineer. In 1949, Mr. Reynolds was appointed metropolitan district engineer, and engineer of special works in 1952. In the following year, he spent eight months investigating modern railway developments in England, the Continent, U.S.A. and Canada. Back again, he made reports and recommendations in the light of his mission overseas and carried out investigations for the Operating Improvement Committee, to which he was appointed.



Mr. Reynolds

Prize Winning Driver

MR. J. McLelland, engine working instructor at Geelong, is justifiably proud of his star pupil, Driver Kevin R. Harding, who studied Westinghouse brake and engine working at the Geelong V.R.I. centre. Driver Harding joined in 1944. He qualified as engine cleaner the following year, became acting driver in 1953 and driver in November last year. During this time he obtained 15 certificates in Institute examinations. They included two Peter Alexander memorial prizes for junior and senior Westinghouse brake, the T.H. Woodroffe prize for engine working and the Brotherhood of Resonians award for the highest average marks in both Westinghouse brake and engine working subjects in the 1954 Institute examinations. Driver Harding won some of his certificates with marks as high as 98 per cent.

TRIBUTES TO THE LATE CHAIRMAN

THROUGH the Governor of Victoria, General Sir Dallas Brooks, the Queen has expressed her sympathy with Mrs. Wishart on the death, in November last, of Mr. Robert G. Wishart, Chairman of Railways Commissioners. His Excellency adds his own condolences. *The Times*, London, also publishes a moving tribute from Sir John Elliot, Chairman, London Transport Executive.

From H. E. the Governor

Dear Mrs. Wishart,

In your sad bereavement, I am honoured to send you the words of a telegram I have just received from Her Majesty the Queen. It reads as follows:—

“The Queen is very sorry to learn of the death of Mr. Wishart of the Victorian Railways and would be grateful if you could convey her sympathy to his family.”

My wife and I are thinking of you and your family in the very sad loss you have sustained, and we wish you to know how much our continued thoughts will be with you all.

Yours sincerely,
Dallas Brooks
Governor of Victoria

*From Sir John Elliot
(Reprinted from The Times)*

THE death of Bob Wishart, chairman of the Commissioners of the Victorian Railways, closes a splendid career full of distinction and service, and is a sad blow to the state of Victoria and, indeed, to the Commonwealth of Australia. Wishart, who succeeded Mr. Norman Harris as chairman at the end of 1949, had worked his way up through the traffic department—the “holy of holies” of any large railway—and when I came into close contact with him during my inquiry into the Victorian Railways system that year I found a quiet, modest but determined Australian who knew his job from every aspect and, what is even more important, was known and trusted by the staff throughout the system.

In Australia, where the railway is often the focal point of some lonely community, it is of the greatest value for the chief to be known personally and to be liked and trusted, for then each member of the staff feels he is working for a person and not for a machine. This was certainly the case with Bob Wishart, as I was often able to see during the thousand or more miles we travelled together by ordinary trains and special inspection cars. When Mr. Kent Hughes,

the then Minister of Transport, appointed him to the chairmanship it gave great satisfaction to the Victorian Railways, officers and staff alike, and he was equally respected and popular with the business communities throughout the state.

On his shoulders, with his two colleagues who make up the commission, fell the heavy but fascinating burden of what Bob himself named “Operation Phoenix,” the big scheme of reconstruction which was begun in 1950 for the re-equipment and modernization of the system. Bob proved himself as capable and efficient in dealing with Ministers and the State Treasury, whose authorization of capital expenditure on such a scale was necessary, as he was in planning and directing the modernization scheme on the railway itself. As a result, in recent years a flow of new electric and diesel locomotives, diesel trains, and freight wagons has gone into traffic on all the main lines of the Victorian system, much of it from British factories, and traffic receipts have grown correspondingly. The largest of the schemes has been the duplication and electrification of the line to Gippsland, in the south-east, where the huge Victorian brown coal deposits lie.

To-day the Victorian Railways are rapidly becoming some of the finest in the Commonwealth, and a great deal of the credit for this (though he would have denied it himself) belongs to Wishart. His many friends in all parts of Australia, and those of us in Britain who were fortunate enough to know him, salute his passing with pride and with sorrow.

Mrs. Wishart Thanks Staff.

TO all railway men who sent kind messages of sympathy to me, in my recent sad and sudden bereavement, I would like to say “thank you”. I would also mention the wide representation from the Victorian Railways, who paid their last respects to my husband at the Church, and the Crematorium. I was deeply touched by their kind thoughts and actions, all of which were a great comfort to me in my great sorrow.

Ethel F. Wishart

I.O.T. Correspondence Course

SINCE personal betterment, usually looms large in the new year mental attitude, the Institute of Transport and what it can do for individual railwaymen must claim serious consideration as a means to that end. There is no doubt of its value, and particularly, just now, of its correspondence courses arranged through the Royal Melbourne Technical College. Although enrolment for these can be made at any time, the present is an especially good time. The Transport Administration subjects are English and Elements of Statistics and the fees are £4.10.0 and £5.0.0, respectively, for the complete course. Correspondence course students must take English, whatever their educational qualifications. The English expression correspondence course (to leaving standard) is £4 a year, and is initially, most useful. Those who are not qualified to the University intermediate standard (or qualified, but not recently) may take a preparatory correspondence course in English expression through the College.

The fee is £4.10.0 a term. A similar course in arithmetic is £4.0.0 a term. Fees are payable in full by students. Further particulars and application forms for entry to the correspondence course section may be obtained from the Secretary, Room 225, Railways Administrative Offices, Spencer-st.

S.M.'s Retirement

MR. James Kennedy, Broadmeadow's stationmaster, has retired after 44 years' service. He joined the Department as a porter at West Footscray. As a signalman he worked at Warrenheip and Murtoa, was an assistant stationmaster at Anderson, Curyo and Cranbourne and, before going to Broadmeadows, was stationmaster at Kooloonong, North Creswick, Wallace, Lake Boga, Darnum, Lancefield and Irymple. Mr. Kennedy, who was interested in union affairs, was recently congratulated by the State President of the A.R.U. (Mr. W. J. Donald) on his long and meritorious railway service.



Mr. Herbert William van Joolen spent all his railway life at Newport Workshops. He went there in 1906 as a labourer and was a storeman and wood bender before he became goods checker, and, incidentally, regularly collected the Workshop's mail at Newport Post Office. Evidence of his popularity was the gift he received from postal staff when he retired recently. Left: The Workshop's Superintendent (Mr. W. Featonby) presents Mr. Van Joolen with a wallet of notes contributed by his workmates. Photo: F. Schiller

On Guard

WHEN Assistant Stationmaster George Auld joined the railways, during World War One, he was armed and detailed to patrol the Seymour yard. He was then a watchman. He became an operating porter at Wodonga, in 1920, and assistant stationmaster at Reservoir, in 1922. He was at Middle Park for 20 years, and spent three years at Armadale before being transferred to South Yarra in 1952. When he retired recently, after 40 years' service, he was presented with a clock and a wallet of notes.



Left to right: Back row—Portress P. Kingwill, Mr. Auld, Portress E. Tonen. Front row: Supervising Porter J. Efstraditis, Porter Fulvio Coantini. Photo: E. Tonen

Early Days Of Providedoring

MR. Donald McBeath Ferguson, provision and liquor purchasing officer, was an original member of the Providedore's staff at the Refreshment Services' Central Store, Flinders-st. He went there in 1920, when Mr. L. C. Brown became the Department's first providedore. Mr. Ferguson began as a labourer in the Stores Branch at Newport Workshops, and later, had traffic and further stores experience before joining the Refreshment Services Branch. In the early days of the Central Store, Chinese fruit merchants carried on business in one of its vaults. They imported Fiji bananas and ripened them in the sun in "Banana Alley" at the rear of the building. Mr. Ferguson, who is now retired,

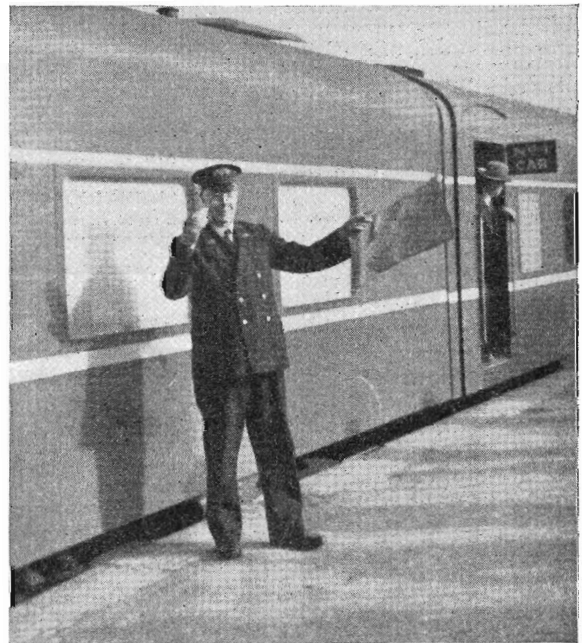
has seen railway providedoring grow from a small beginning to its present large business. He is a son of the late Mr. Robert Ferguson, a former Assistant Chief Mechanical Engineer and Manager of Newport Workshops.

Obituary

NEWS Letter records with deep regret the sudden death, recently, of Mr. J. H. Harbour, who for some months had been relieving special class stationmaster at Spencer-st. during the absence, on sick leave, of Mr. J. McKinnon. Mr. Harbour joined the Department in 1909 as a block recorder in the Melbourne Yard. He was appointed stationmaster at Bet Bet in 1923, and had considerable country and suburban station experience. He was at Malvern for many years.



Signalman-in-charge Mr. A. H. Wiles, who had 42 years' service, was a shunter in the Melbourne Yard for some years before he became a signalman in 1917. He worked at Wangarratta, Seymour, B and C boxes at Flinders-st., and Dudley-st., Viaduct and Franklin-st. boxes in the Melbourne Yard.



Guard P. H. Ross, who retired recently after 47 years' service, had been stationed at Traralgon for 14 years. He joined the Department as a lad porter. Above: Flagging The Gippslander at Bairnsdale on his last day's duty. Photo: Mrs. A. M. Stanley

SPORTS

Golf Carnival

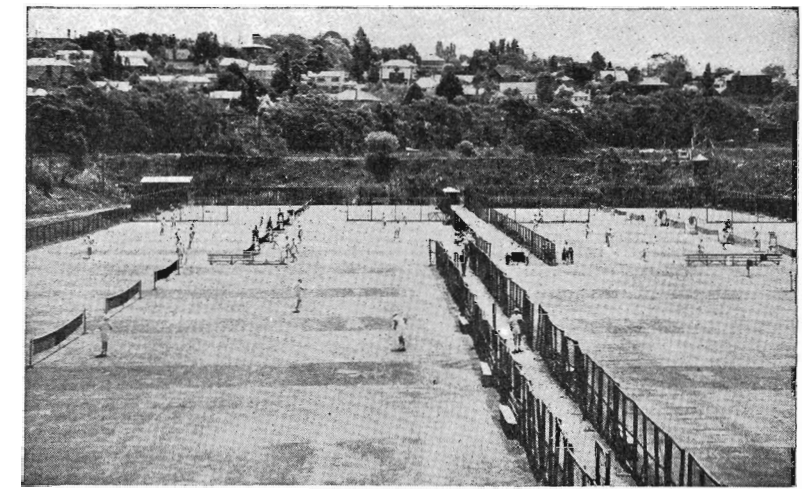
TEAMS of 11 players from Queensland, New South Wales, Victoria and South Australia competed for the Tintara cup at the Australian Railways Institutes' golf carnival at Brisbane, recently. In the preliminary matches, N.S.W. defeated South Australia (10/1), and Queensland was too good for Victoria (6/5). In the final, N.S.W. downed Queensland (8/3). The winners will hold the cup until the next carnival in Adelaide in 1957. The members of the winning team were presented with replicas of the trophy. The railways open championship resulted in a tie between R. Hertrick (Queensland) and Don Payne (N.S.W.). In the play off, Hertrick defeated his rival by only one stroke. The diggers' cup was won by M. Burke (N.S.W.) and the veterans event, played over 27 holes for players 50 and over, went to Len Worthington, clerk, of Tooronga. Various other minor events were held on each day of the carnival. In all, more than 300 railway golfers and their families attended the tournament.



Alex McPhee, labourer at Dimboola Locomotive Depot, has had eight years' service. He played football for the local team in the Wimmera competition, and for the past two years has been coaching Dimboola seconds. He is captain of the railway cricket team. *Photo: G. Grant*

Cricket Tops Half Century

THE V.R.I. Cricket Association, whose competition is among the oldest in the Commonwealth, is now in its fiftieth season. It was formed five years before the Victorian Railways Institute was founded. Teams of railway cricketers from the various branches, depots, workshops and so on competed for an impressive cup donated by the Commissioners of the day. Over the years, an average



Interstate railway tennis at Kooyong.

of eight teams competed annually. The biggest entry was 14 teams. The Association has produced some fine cricketers, many of whom have graduated to senior ranks. Some have played in pennant and interstate cricket. North Melbourne Locomotive Depot won the first Commissioners' Cup in the 1905-6 season.

The interstate railway cricket carnival started in 1928, when New South Wales, Queensland and Victorian teams met for the Mick Simmons challenge cup. Victoria was the first winner. The V.R. has a habit of being the first to win new cricket trophies. Our cricketers' recent carnival win brought an imposing shield, awarded by the Australasian Railways Commissioners, to Melbourne. A scroll to commemorate the victory appears on the shield and there is a lasting reminder of it in the form of a centre piece which will remain permanently at the V.R.I.

Geelong In Cricket Competition

THE entry of Geelong into the V.R.I. Cricket Association's competition brings the number of contestants for the V.R. Commissioners' Cup to five. Geelong railway cricketers play their matches on Sundays in a pleasant social atmosphere. As a result of the speed-up of train services to provincial centres, such as Ballarat and Bendigo, and the partial electrification of the Gippsland line, it is expected that within the next few years other country centres will enter teams for the cricket cup and so make the cricket competition an outstanding feature of the railway sports programme.

V.R.I. Has Two Tennis Grades

V.R.I. Tennis Association officials are looking forward to a good season, now that more teams have entered the competition to ensure keen contests in two grades. This year, Suburban Lines, Northern Lines, Jolimont Running Shed and North Melbourne Locomotive Depot will compete for the Dunkling Shield in A Grade, and Suburban Lines, Northern Lines, Spotswood Stores, Spotswood 'shops and Melbourne Yard are in the B grade section for the Pimms Cup. Matches began at the reconditioned Royal Park courts in November. The form of the players will be watched with interest by the selectors as the inter-system tennis carnival will be held at Hobart from February 7 to 18.

Olympic Administrator

MISS L. NEVILLE, of the V.R.I. general secretary's staff, has for some years now been one of Australia's best known and most efficient administrator in women's athletics. Her services to the sport were recognized officially, recently, when she was appointed one of the three women to handle the women's athletic events at the Olympic games in Melbourne. At present, Miss Neville is attending a special class to brush up her knowledge of Olympic rules and regulations. She says that the organization of the athletic events is ahead of schedule and this part of the Olympic programme should go without a hitch. A week before the games start, mock races will be held at the Melbourne Cricket Ground as a final test for officials before the curtain rises on the games.

1956

Terminating dates of Pay Fortnights shown in Green.

Public Holidays shown thus ○

(Good Friday 1957—April 19)

1956

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

VR
News Letter

FEBRUARY

1956



THE MONTH'S REVIEW

Electric Trains to Traralgon

THE first major works phase of *Operation Phoenix* will be completed next month, when the part duplication and electrification of the Gippsland line as far as Traralgon (97½ miles) is opened for traffic. The Commissioners are planning to commemorate this milestone in Victorian railway history with a ceremony at Traralgon, to which parliamentarians, senior officers and guests will be taken by special train. At a preliminary ceremony at Spencer-st., the electric locomotive hauling the train will be named *R. G. Wishart*, after the late Chairman of Commissioners, who fathered the Gippsland line project and implemented, so far as it has gone, the *Operation Phoenix* programme generally. At Traralgon, the local people will turn out to welcome their first electric train and there will be a luncheon at the railway institute. The event will be covered in story and pictures in *News Letter*.

Education By Rail

THE Young Australia League's programme of education by travel has, for some years, involved air passage for the boys' trips from their Perth headquarters to the eastern states, at any rate as far as Adelaide. The diesel, however, running as it does right across Australia, except for the small section between Port Pirie Junction and Adelaide, has given the League a new conception of train travel. The League's transport policy now is train all the way, there and back. A party of young leaguers passed through Melbourne by train on the way to Canberra and Sydney, recently.

New Use For Bogies

TWO six-wheel bogies from a scrapped S class locomotive tender were improvised, recently, to transport from Bandiana to Port Pirie the first of five diesel-electric locomotives that Commonwealth Railways have had built to handle the Leigh Creek coal traffic. The bogies enabled the locomotives to run over the 5 ft. 3 in. gauge section of the journey. A V.R. waggon with two six-wheel bogies, specially designed by the Department's engineers for loads of up to 90 tons, and based on one of the S class locomotive tender underframes and bogies, was also used, recently, to bring a forging press, weighing 80 tons, from Bandiana to Tottenham. It was the heaviest load ever carried on a V.R. vehicle in regular service, although heavier single loads have previously been carried on an improvisation of bogies. The press was broken down from its original dimensions to conform to bridge and platform clearances.

Olympic Traffic

THE railways expect to handle their biggest passenger lift since the last Royal tour, when the Olympic Games open in Melbourne in November. There will be special suburban services, especially for the opening ceremony and grand parade of international athletes and the final day of the Olympiad: Sydney train bookings opened in October, and for passengers from Western and South Australia last month. An Olympic Transport Committee, on which the Railways, the Transport Regulation Board, the Tramways Board, Police Department, Commonwealth Supply Department, Melbourne City Council and Road Passenger Service Operators' Association are represented, has the transport plan well in hand. The Department's representative on the Committee is the Chief Traffic Manager (Mr. G. Rogers). Although the volume of overseas traffic is expected to be smaller than original optimistic estimates, the convergence on Melbourne from other States and, perhaps, New Zealand, will doubtless be very heavy. Once visitors are here, it will fall largely on the Tourist Bureau to tempt them to keep moving by attractive short tours to the State's numerous resorts. It is assumed that only inveterate fans of athletics will want to sit, day after day, watching all phases of the gladiatorial tussles of the nations.

Record Breaking

WITH electric traction all the way from Yallourn to Newport, the Department is now in an admirable position to cope with all transport demands for brown coal for household, power and industrial use. Output was stepped up, recently, at Yallourn, to build up a reserve supply for generating power. The railways, also, were called upon to carry increased quantities of brown fuel. In one week, 36,948 tons of coal were hauled by L class locomotives to Newport, and the combined tonnage of coal and briquettes was 49,356. These were both records for a week. The superphosphate traffic is also going along well. When this was written 127,414 tons of the full season's target quota of 620,000 tons had been moved; an increase of 11,674 on the tonnage for the corresponding period of the previous year, although not a record. It was hoped that at least 200,000 tons would be railed before Christmas, to achieve some balance between farmers' needs and the railways' ability to supply trucks. Actually, 180,419 tons were carried, 29,491 more than in the previous year.

Timber

THE problem of timber supplies for the railways, acute since the war, now looks like being solved. The new modern sawmill, owned by the Waygara Sawmilling Company at Sardine Creek, 22 miles from Orbost, is already supplying regular quantities of top quality timber, from 3ft. 6in. droppers to the largest crossing and bridge timbers, and expects to produce 60,000 super feet weekly. The mill has been designed to handle all logs, from the smallest to the largest, and to convert them into timber of various dimensions for the Department's requirements. The Comptroller of Stores (Mr. F. Orchard), who went to the official opening of the mill, recently, by the Minister of Forests (the Hon. R. K. Whately, M.L.A.), especially welcomes the new source of production. He says the Department is annually using 4,000,000 super feet of high quality hardwood for building.

The Waygara company is operating on a logging license obtained by the railways from the Forests Commission. The mill is situated in virgin country, where there is excellent timber. The company provides homes at Orbost at low rentals for its workers, and the living quarters at Sardine Creek have hot and cold water, showers and electric light.

Rail Car Beats Floods

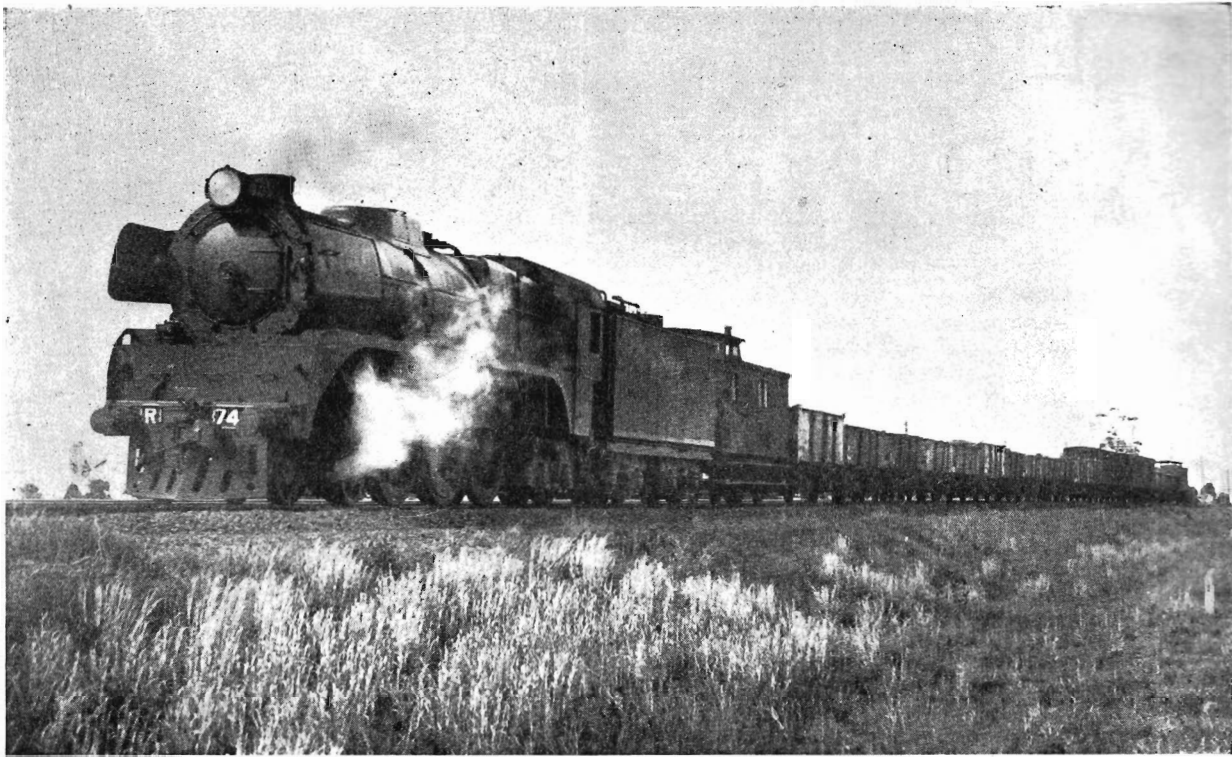
THE sturdy little 102 h.p. diesel rail-car that runs between Tallangatta and Wodonga worked overtime, recently, when the Mitta Mitta flooded the road linking Tallangatta and the new township of Bolga, some four miles away, and road transport could not get through.

The State Rivers and Water Supply Commission's staff and their families who normally travel between the old and the new townships in buses, had, of course, to use the rail car as the only means of transport left. Extra trips were run for other workers, school children, shoppers and churchgoers, with the result that the rail-car kept the life of the community from becoming completely disrupted until the flood subsided.

Tallangatta township is in the process of being transferred to the new site at Bolga. The land on which it now stands will be inundated when the Hume reservoir's storage capacity is enlarged to about two million acre feet of water.

OUR FRONT COVER

shows the Sunday Daylesford excursion train, hauled by one of the new T class diesel-electric locomotives, near Sunbury on the way to the spa centre.



R 748 hauling a goods train on a test run.

R CLASS OIL BURNER

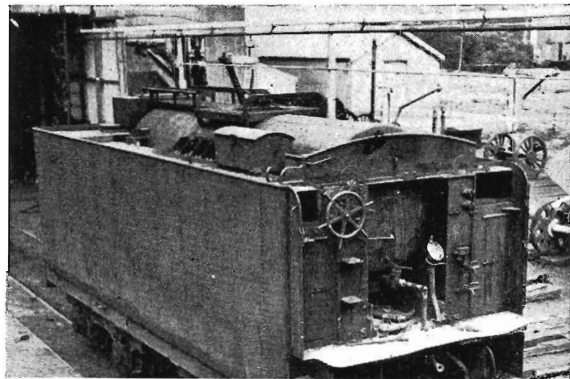
THE latest addition to the Department's fleet of oil-burning locomotives is R 748. It recently completed a series of successful tests with oil on goods and passenger work between Melbourne and Bendigo, and Melbourne, Ballarat and Geelong, respectively.

AT Newport Workshops, a completely redesigned tender tank was built to accommodate the cylindrical 2,000-gallon fuel oil tank which was used originally on one of the S class locomotives. The automatic stoker and related fittings were removed, and grates and ashpan replaced by a fire-pan incorporating the Weir type of burner. Standard equipment and controls, similar to those on the other classes of oil burners, were fitted in the cab.

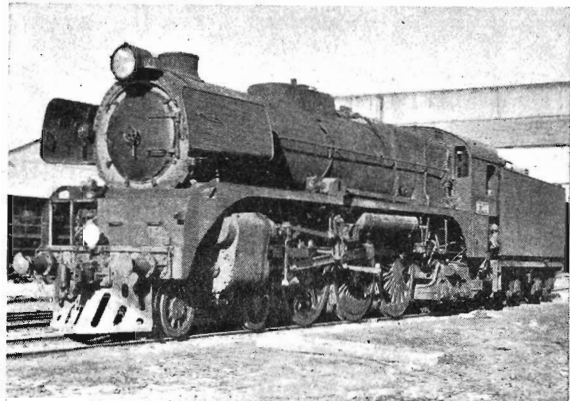
There are now more than 100 oil-burning locomotives in service. They include A2 Walschaert types, C class, J's and N's. With the progressive scrapping of obsolete A2 and C classes, it is proposed to maintain the strength of the oil burning fleet by converting more of the earlier N class.

Thirty of the 60 J class locomotives built by Vulcan Foundry Ltd., of Newton-le-Willows, Lancashire, England, were the only engines of the group originally designed to burn oil. All the others referred to above were coal burners converted to oil-fired engines. The conversion programme was carried out mainly at Newport, Ballarat and Bendigo Workshops, although some of the earlier work was done at North Melbourne Locomotive Depot.

In the last financial year the oil burning locomotives consumed 53,361 tons (12,748,587 gallons) of fuel, compared with 47,577 tons (11,258,810 gallons) the previous year.



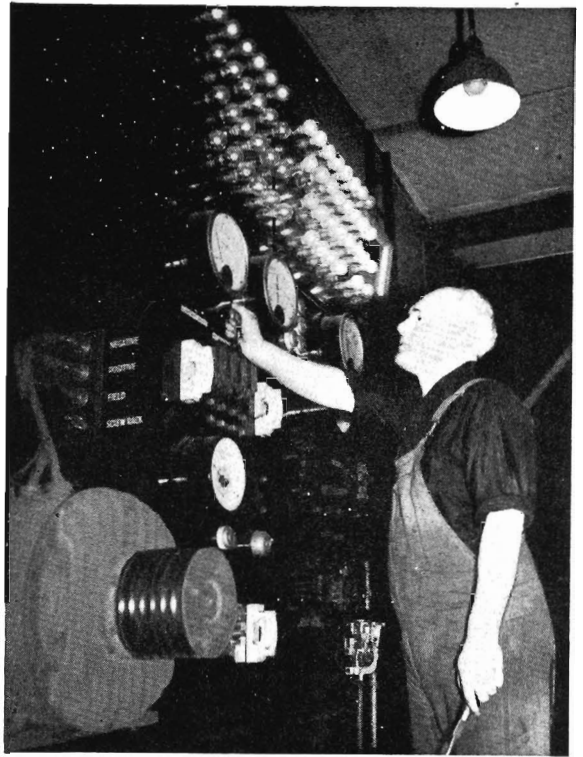
The new tender tank re-designed for oil firing.



R 748 about to leave Newport Workshops.

LIGHT AND AIR

PLANS that have been made for structural and other alterations to the Train Lighting Depot, and the increasing number of air-conditioned cars, focus attention on this relatively small but important section of the Rolling Stock Branch.



Watching the performance of a generator on the test panel.

ACTUALLY the depot does more than its name indicates. As well as maintaining the lighting and air-conditioning equipment of country cars, it also services locomotive headlights and the lighting and starting mechanism on rail and road motors. Other miscellaneous jobs include looking after the refrigeration of the air conditioning plants at the Tourist Bureau, the Departmental Telephone Exchange, Train Control and the Photographic Section, and also the stoves, refrigeration and hot water services on the buffet and similar cars.

Most of the work is done at Dudley-st., with a few men in the country and at other metropolitan locations, under

the supervision of Train Lighting Inspector L. Ellingsen.

Part of the staff at Dudley-st. attend to the maintenance of trains while in running, the remainder are engaged on the regular overhauling of the equipment.

Immediately a train arrives at the depot, lamp cleaners get to work; gas mantles and electric globes are replaced where necessary; gas cylinders are filled; and battery attendants check the condition of the batteries, top up each cell with distilled water, see that flexible connexions are tight and so on. Electrical examiners see to the condition of generator belts and make other minor adjustments to the equipment. More extensive work, when necessary, is done by electrical mechanics and fitters.

Complete overhauls of car equipment are made on a time basis. For example; E type cars are done yearly; PL class, that get much less running, every two years; and air conditioning equipment every 18 months. Locomotive headlights are overhauled after 72,000 miles' running of the locomotive. The withdrawal of G class cars (which have both electric and gas lighting) from suburban running, to cope with the heavy Christmas and Easter traffic, necessitates a rapid overhaul of the gas lighting as, of course, it has been unused since the previous Christmas or Easter.

The electric energy used for air-conditioning and lighting a 10-car train is sufficient to light about 150 average houses. The Department's 57 air-conditioned cars have, altogether, enough refrigeration capacity to make 400 tons of ice each day. This energy, of course, is produced by the powerful battery and generator carried beneath each car. The battery consists of 24 cells with a capacity of 520 ampere-hours. For lighting purposes on other cars a smaller battery (150 ampere-hours) is used; these are installed in 518 cars. Some idea of the job involved in maintaining all this equip-



Repairs to a locomotive headlight. The generators for the lights (one is shown in the background) run at the high speed of 3,600 revolutions a minute. With their powerful 600-foot beams these headlights play an important part in railway safety.



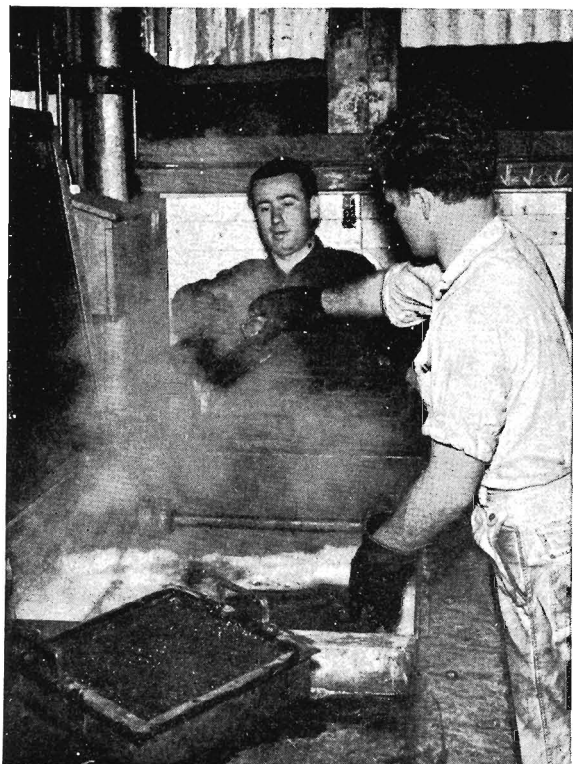
Adjusting the tension of the main drive belts of an air-conditioned car.

menti's given when it is realized that there are, all told, 14,000 accumulators to be topped up with distilled water. Similar apparatus on 50 rail cars and 205 road motors is also looked after.

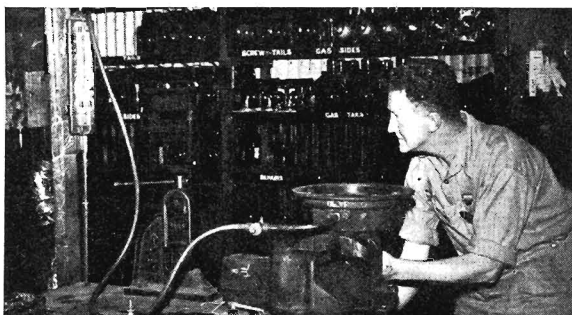
Between 400 and 500 gallons of distilled water are used weekly. This is economically obtained by condensing the steam from the hot water supplied to the amenities section of the depot. As batteries are temperamental affairs that are easily upset by impurities in the electrolyte, a careful watch is kept on the purity of the distilled water. Each week, a sample is sent, for testing, to the laboratory at Newport Workshops.

When a train is stopped, the batteries, of course, must maintain the air-conditioning and lighting without being continually re-charged by the generators. They can do this for about two hours only. Consequently when a special train will be kept stationary longer than this, other means must be found for re-charging them. This is done by a mobile generating plant that is fitted into the old *Melville* car (the same car, incidentally, was used, in 1932, as a mobile broadcasting station, 3YB).

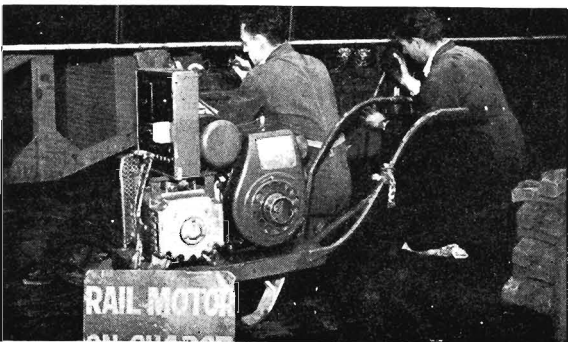
To get the best use out of this car, special weather forecasts, a week ahead, are frequently obtained from the Meteorological Bureau. With a knowledge of the temperatures likely to prevail on the day for which a special train is scheduled, the current drain on the batteries can be more accurately estimated and a decision made whether the generating car should be sent with the train. Mr. Ellingsen pays high tribute to the accuracy of these forecasts, and says he is one, at least, of Melbourne's residents who never complains about the "Weather Bureau".



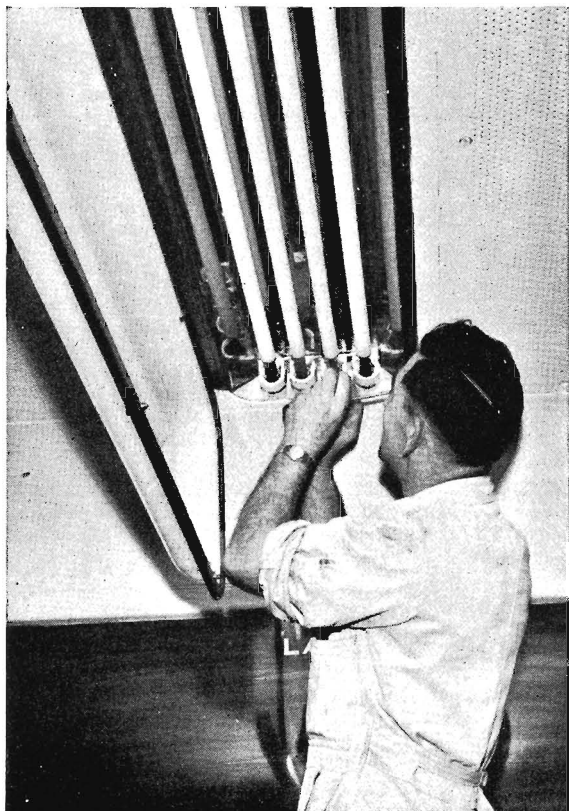
Putting air filters through a cleaning bath. In summer, as much as 2 lb. of Mallee dust a trip is removed in this bath from the filters of the Mildura train.



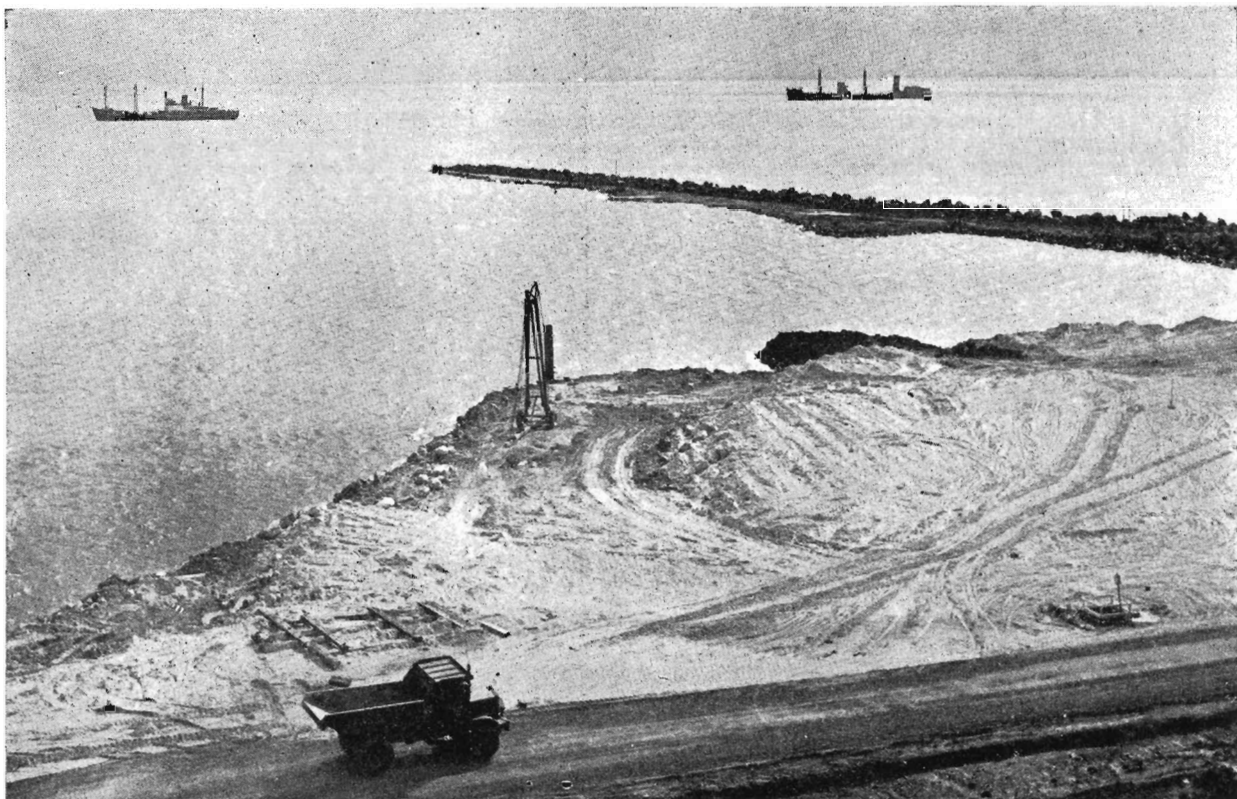
Fitter working on a Pintsch gas regulator. The regulator reduces the pressure of the gas from the cylinder from 117.6 lb. per square inch to approximately 2 oz., for distribution to the lights.



Checking the condition of a rail car battery that is being re-charged. The small mobile generator is used to recharge batteries without taking the car out of running.



Attending to the fluorescent lights of a *Spirit of Progress* car.



View of main breakwater and reclamation for berthing facilities.

RAIL LINKS WITH NEW PORTLAND PORT

ORIGINALLY a whaling depot, Portland, 251½ miles from Melbourne and 321 miles east of Port Adelaide, was founded by the Henty brothers. The first permanent white settlers in the colony of Port Phillip, they tilled the land on Whalers Bluff, with a primitive single-share plough.

TO-DAY, at this scene of early colonization, the Portland Harbour Trust is engaged on an extensive programme of harbour construction to provide sheltered, deep water berths for the biggest ships and modern facilities to meet the requirements of the agricultural and pastoral hinterland. It is confidently anticipated that Portland will, ultimately, become the gateway of western Victoria, through which will flow a large maritime trade.

In 1945, the Parliamentary Public Works Committee inquired into and reported on the question of improving shipping facilities at Portland. It was considered that these were necessary to :

- (1) promote the development of western Victoria and assist in the decentralization of population and industries.
- (2) provide an outer Victorian port, well equipped for defence purposes.
- (3) reduce the costs of transportation of Australian exports from and imports to western Victoria.

Following these recommendations, the Government invited representatives of a London firm of harbour construction consulting engineers to visit Portland and report on the prospects of harbour development. Subsequently, the Government legislated for the control and management of the port,

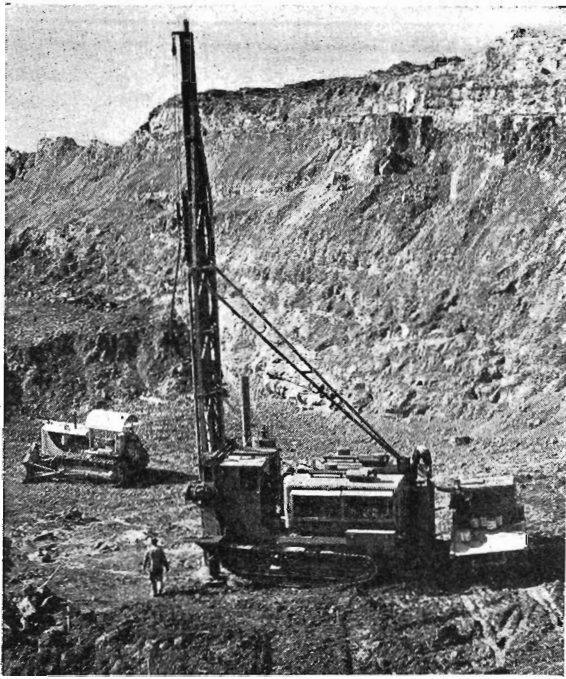
as well as development of trade potential. These were vested in the Portland Harbour Trust, which was incorporated in 1950.

After considerable investigation involving the construction of large models to simulate local conditions and test the effect on different lay-outs and details of design of sea currents, littoral drift and waves, the Trust adopted the design of its Chief Engineer and went ahead with construction work in 1952.

The first stage of the project for the development of Portland as an all-weather port is scheduled for completion in 1959, at an estimated cost of £5 million. The first big thing to be done will be the construction of the main breakwater, followed by a dredged turning circle, two cargo berths, with transit shed, bulk handling equipment and wharf cranes, with rail and road access, one tanker berth and so on. The port will be connected with the Victorian railway system.

The Portland Harbour Trust has been advised by the Department's engineers on all phases of the project relating to railway construction and operations.

The new siding, from the neighbourhood of the Wool Appraisal Store, will run parallel to Boundary-rd, until it is west of the town. It will then curve around the south-west of the swamp to the end of the new breakwater. In the same



Drilling and removing overburden at Cape Grant quarry.



Tipping stone into the sea for the main breakwater.

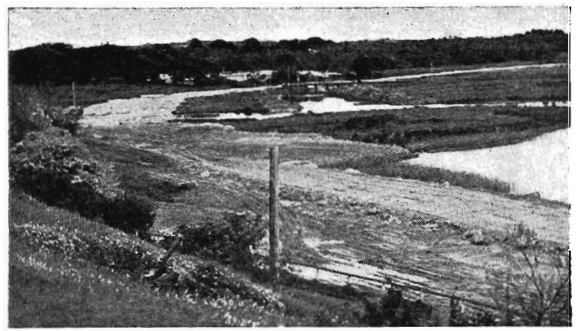
locality, room has been left for marshalling yards, if required in the future.

The total length of the line to the sea end of the wharf will be about 20,500 feet. The railways will operate over 7,300 feet of single track, in addition to the exchange sidings. The Harbour Trust's portion of the line is level, but the grade of the railway's section is 1 in 300 over the exchange yard, and 1 in 75 to the main line.

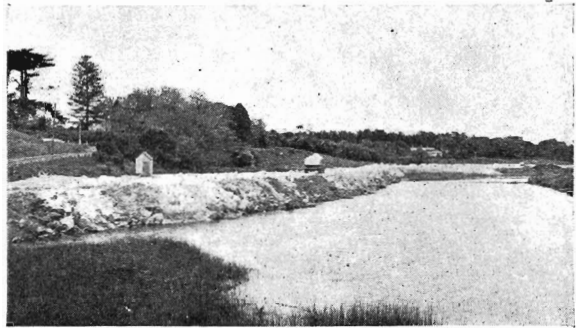
There will be four level crossings at Nelson and Wellington-rds, and at Julia and Smith-sts, along the length of the siding. Provision is also made for future grade separation at the Smith-st. crossing. Bridgewater-rd. is to be grade-separated from the inception of the line.

For the present, the transfer yards will be the limit of the trackage controlled by the railways. The sidings, from the transfer yards to the breakwater berths, will be under the control of the Harbour Trust and will be operated with their own shunting engines.

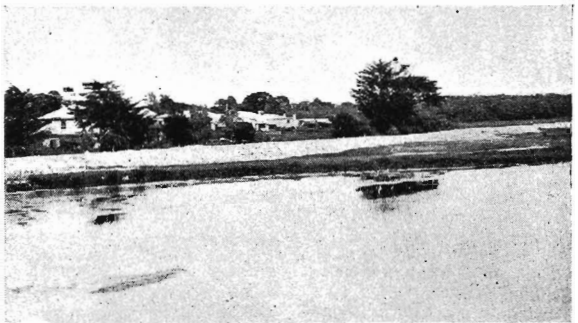
A considerable portion of the breakwater has been constructed, and earthworks have been commenced on the Harbour Trust's portion of the railway siding.



Panoramic view of the western railway approach to the new port.



Extension of railway formation from the site of the proposed shipping berths.

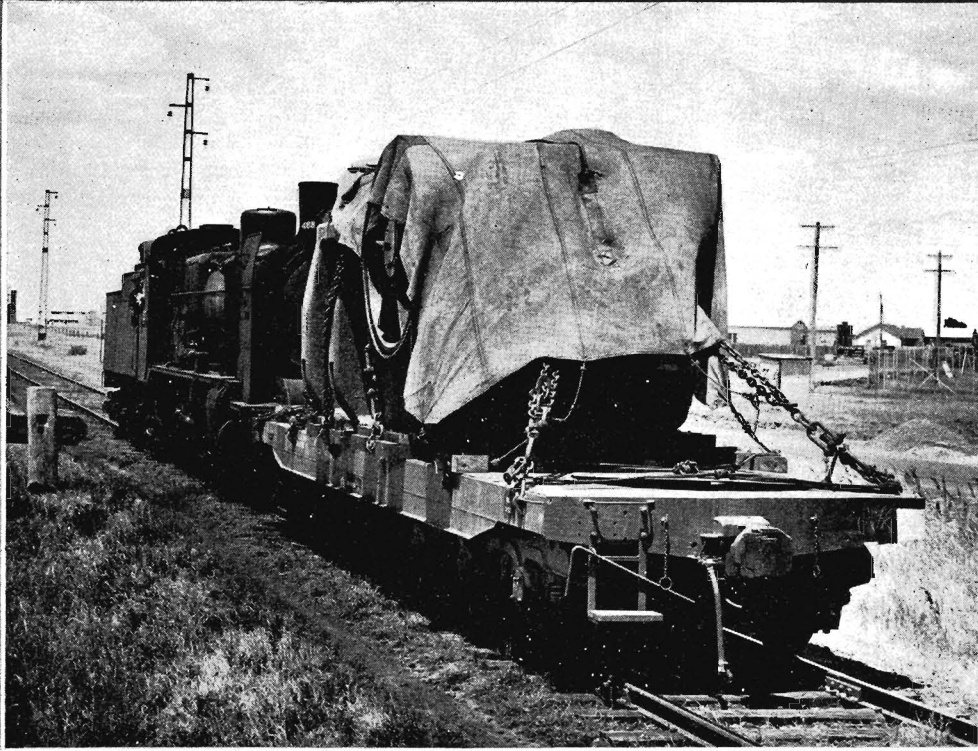


Continuation of formation for western railway approach.

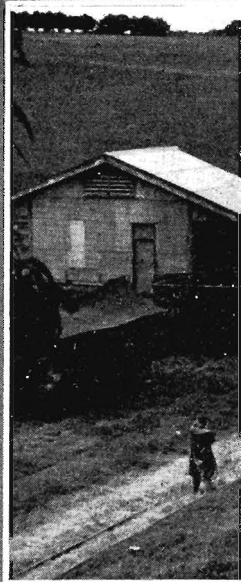


Rubble bank below Battery Point to give rail access to the new shipping berths.

AROUND THE SYSTEM



HEAVY LOAD: A waggon converted from a S class locomotive tender brought an 80 ton forging press from Bandiana to Tottenham, recently.

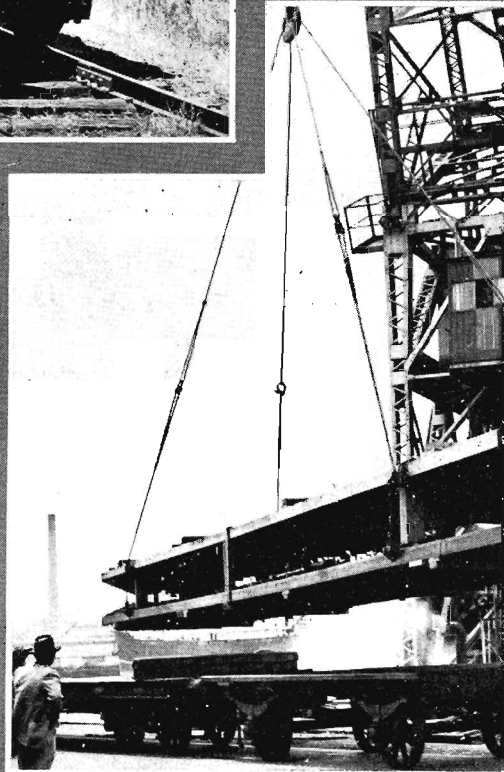


HISTORIANS ON TOUR: recently, at Thorpdale



CYCLE TRAIN: Bicycles for a boy's mystery hike at Eltham were loaded in vans at Flinders-st., recently.

Photo: G. Watsford



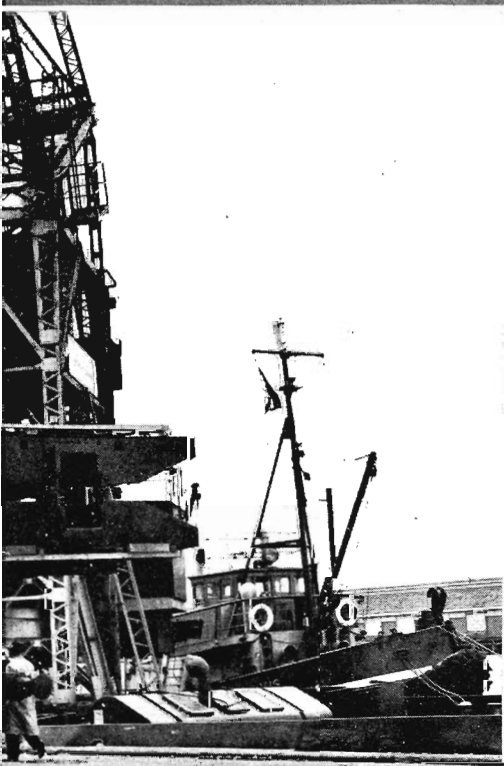
NEW CARS: A pair of underframe assemblies for the new cars were unloaded at Tottenham, recently. The components were unloaded at Tottenham, recently.



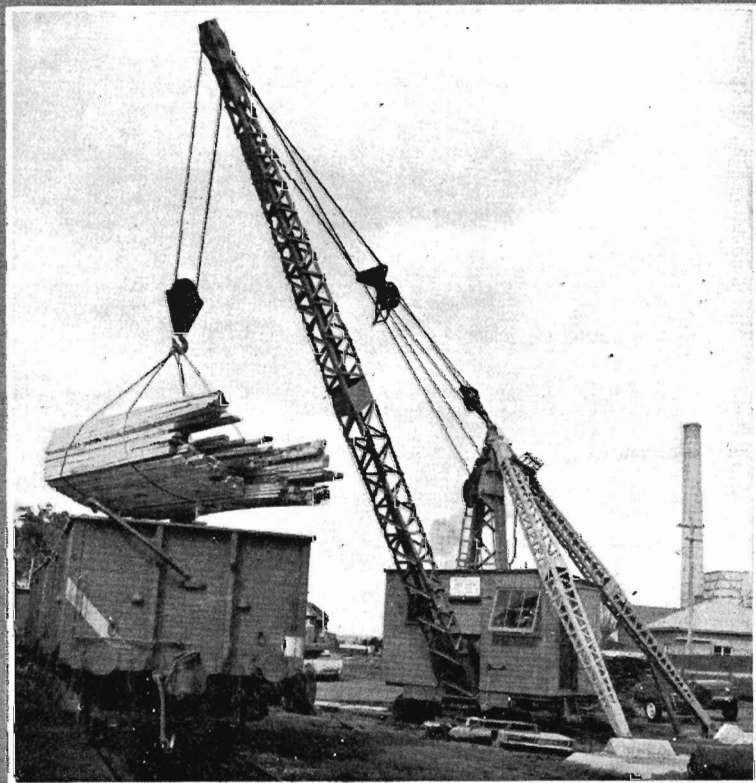
A diesel rail-car, chartered by railway historians inspected the branch line. *Photo: P. Ralph*



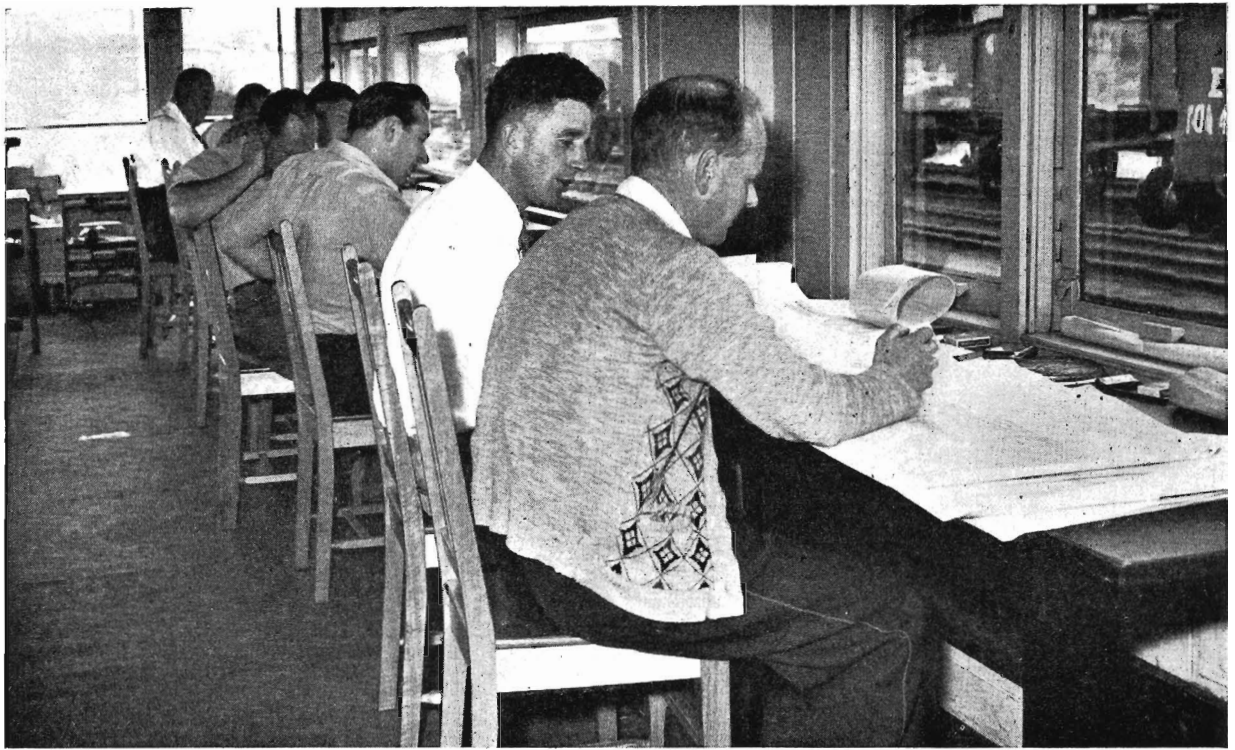
OLD AND NEW: Hauled by a diesel-electric locomotive, a Melbourne bound passenger train passes a D3 in the Ballarat yard. *Photo: G. Grant*



Motor coaches of the new suburban trains arrived from the Harbour Trust's floating crane.



CRANE POWER: An 8 ton derrick crane loading timber at Colac. It is the first of this type installed at a country station. *Photo: G. Grant*



Trainee enginemen studying diagrams of station yards and tracks.

OLD PARLOUR CAR IS NOW A SCHOOL

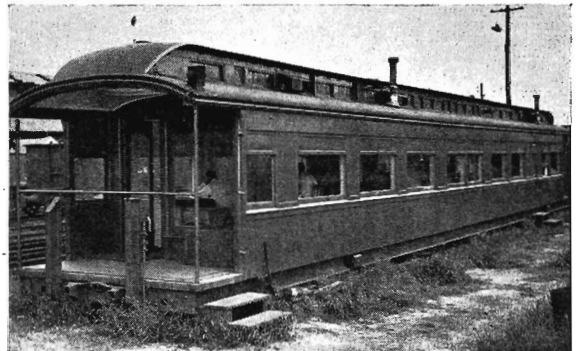
IN 1906 the *Murray* and *Yarra* parlour cars went into service on the Sydney Express, later known as the Sydney Limited. They remained on the Melbourne-Albury run until 1937, when air-conditioned passenger car travel was introduced by Spirit of Progress.

BUT, the *Murray's* days of usefulness were not yet over. During the last war the parlour car, in which so many distinguished Australians and overseas visitors had travelled, became a stationary car in the Melbourne Yard and was used as a lecture room and recreation centre for the ambulance staff of the hospital train. Stripped of its luxurious furnishings, and painted white throughout to give the maximum light reflection necessary for a classroom, *Murray* is now a signal school for locomotive and rail motors drivers and a classroom for trainee cleaners qualifying to become firemen.

The signal school is in charge of Mr. J. H. Field, an experienced driver with a background of 36 years' service. His pupils comprise firemen qualifying to become drivers, trainee rail motor drivers, country drivers transferred to the metropolitan area, who must know its various signals and roads, and drivers from country locomotive depots who will drive trains to and from Melbourne. After studying diagrams of signals and yard lay-out and examining models of the various types of signals, the pupils are taken on a tour of instruction in the metropolitan area. The instructor explains how the various signals are worked to control movements in and out of roads and sidings. The course of instruction ranges from a half a day to 14 days, depending, of course, on what has to be learned.

In another class room in the old *Murray* car, Driver A. Ritchie or Driver W. Greathead give "new start" cleaners (as they are known Departmentally) instructions in rules and regulations, and the various types of signals and systems of safe working. They learn to wash out and light up locomotive boilers, and how to prepare and stable a locomotive. They also get some general knowledge of the operation of a locomotive.

In all, this cleaners' class lasts six weeks, the first two in the classroom. Practical training of a week each with a lighter-up, a boiler washer-out, and two weeks preparing and stabling with a driver or hostler follow. Those who measure up to standard then sit for the first half (questions 1 to 65) of what locomotive men still term the "red book", although it is now blue. If they pass, the former cleaners are eligible to act as firemen. For the next three weeks they are taught on the footplate by an instructor-driver how to fire all types of steam locomotives, including the X and R class brown-coal-dust burners and the mechanical-stoker-equipped R and H class locomotives. With this practical experience, the



Exterior view of the *Murray* car, now a railwayman's school, at North Melbourne Locomotive Depot.



Instructor-Driver J. H. Field gives trainee enginemn a talk on signals.

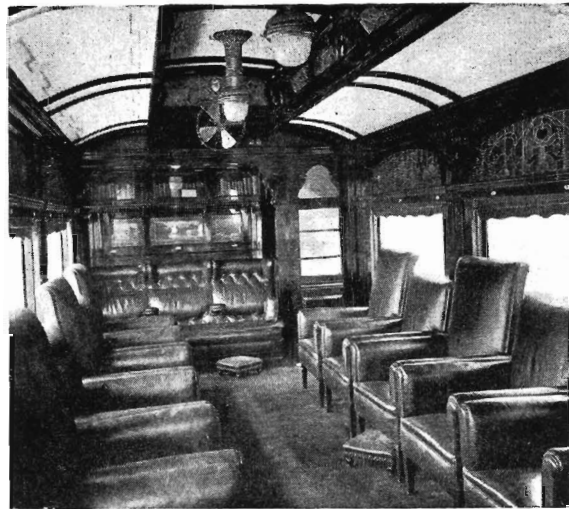


Driver A. Ritchie gives a lesson on the operation of a locomotive.

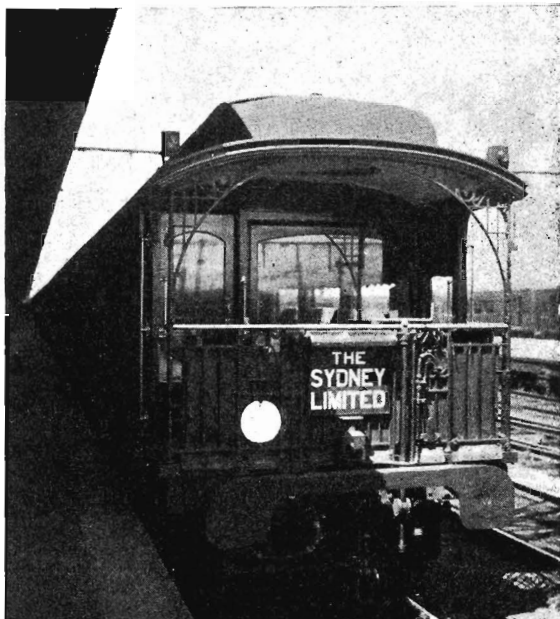
acting firemen will, later be examined in the second half of the "red book", to qualify as firemen.

New Australians are well represented in the intake of "new starts". Recently, there were three Italians attending the class for cleaners. In the enginemn's signal class, a Latvian, having done well as a fireman, was advancing another stage towards his driver's ticket. He has since been classified as a driver, less than five years after joining the service and only eight years after coming to Australia.

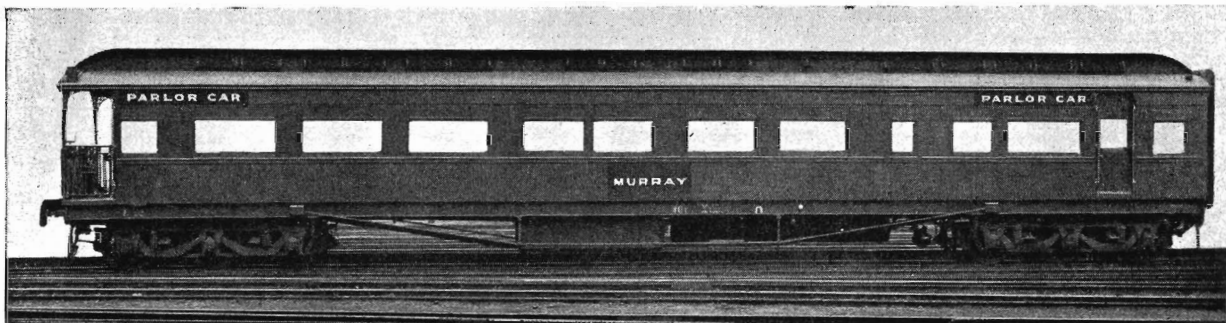
The impression gained from a visit to the old *Murray's* classrooms, and other locomotive training centres that are turning out drivers for the V.R.'s fleet of steam, diesel-electric and electric locomotives and the new suburban electric trains, is that youth is gradually taking over on footplate and in driving cabin.



A feature of the *Murray* parlour car was the comfortable, leather upholstered lounge chairs.



The observation platform of the *Murray* parlour car when it was on the *Sydney Limited*. The car has been stripped of its furnishings and the panelling that was once admired by so many travellers has been painted white.



The *Murray* parlour car when it was used on the *Sydney Express* and, later, the *Sydney Limited*.

LINES FROM OTHER LINES

Ice Hazard

THE Canadian Pacific Railway has placed steel cross-bars on the roofs of diesel-electric locomotives operating on transcontinental lines to shear off icicles from tunnel roofs before they break against the glass domes of the scenic cars.

Inspecting Axles

SIX reflectoscopes, for ultrasonic inspection, without disassembly, of axles of freight cars being repaired, have been purchased by the Chesapeake and Ohio Railroad. Reflectoscopes, mounted on small motor vehicles which travel beside the track along strings of freight cars, are said to facilitate testing up to 320 axle ends a day. Search units of the devices are applied to axle ends and structural discontinuities are identified and located visually on a screen.

Music As You Go

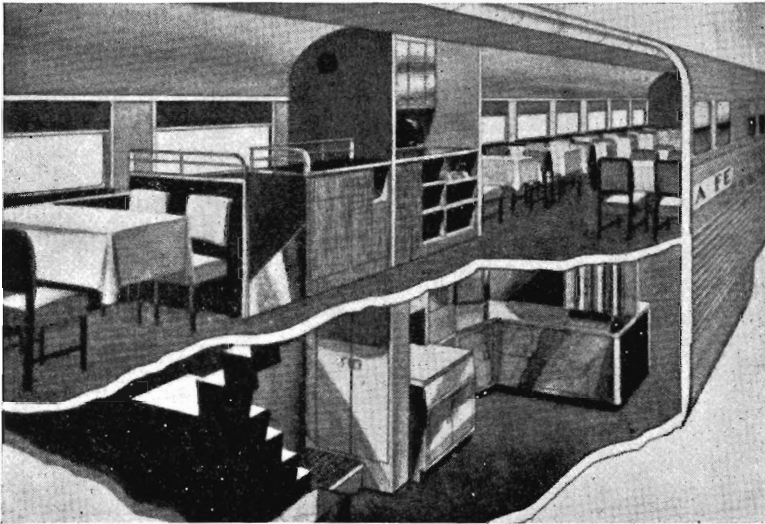
THE Italian State Railways is the only rail system in Europe that provides recorded music for passengers. Each passenger may turn a dial near his elbow. As the Florence-bound train pulls out of Rome's ultra-modern station, music begins to flow from a little speaker, embedded in the coach seat. The passenger then puts his head back against the saucer-sized speaker to enjoy the selection. There is no extra cost. Other passengers who do not want to listen are not disturbed by the sounds from the nearby seats. Passengers have the choice of two programmes, either serious or light. The programmes are interspersed with news, tourist descriptions of towns en route and commercial plugs, and are played from a recorder on the train.

Israel Railways

THE Israel Railways now operate 215 miles of standard gauge line. The line through the coast plain from Remez Junction to Tel Aviv North, 48 miles, was opened in April 1953. A 47-mile branch to Beersheba, from Naan on the Tel Aviv South to Jerusalem line, is expected to be completed in March 1956. Buffet cars are included in all trains between Haifa and Tel Aviv Central. All trains are diesel hauled between Haifa, Tel Aviv, Lydda and Jerusalem, and it is intended to introduce diesel working through the system. About 210 goods waggons and ten rail cars are on order.

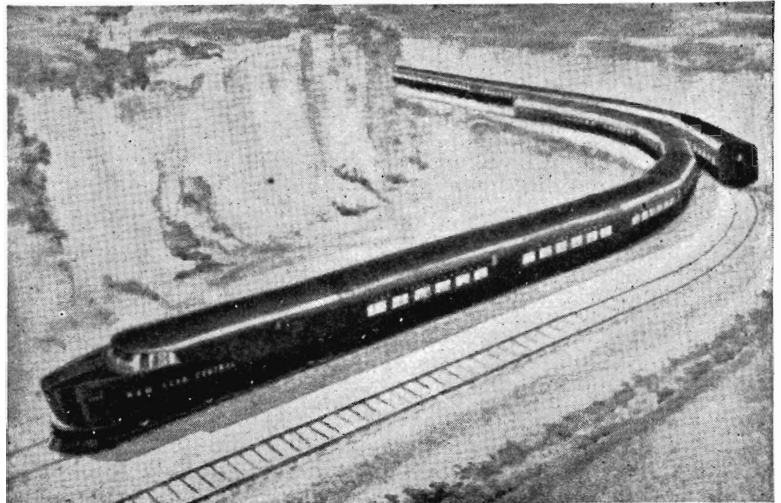
G.M.'s New Train

GENERAL Motors Corporation has revealed details of its "new concept" in railroad transportation. It will have a capacity of 400 passengers and will be able to operate at speeds over 100 miles an hour for sustained stretches. The train will consist of 10 coaches and a single 1,200 h.p. diesel-electric locomotive. It was designed to meet requirements set by a group of railroad presidents who asked car and locomotive builders to explore new ideas to cut investment, reduce operating and maintenance costs, lower the centre of gravity, increase average speed, improve riding comfort, and help reduce the railroad passenger deficit. Baggage will be carried in compartments under car floors. Thus, while passengers will ride on a higher level, the centre of gravity of the coaches will be 10 in. lower than in present coaches. The cars will have air, rather than spring suspension. Doors and steps are designed to permit serving both high and low level station platforms.



Contrasts in train design: (above) Cutaway view of the Atchison, Topeka and Santa Fe Railway's Hi-Level restaurant car to run on *El Capitan* between Chicago and Los Angeles. The car has accommodation for 80. Food is brought up by lift from the kitchen on the lower deck.

(right) An artist's impression of trains with low centre of gravity ordered by the New York Central System from the Pullman Company. The locomotive will be 11 ft. high, 46 ft. long, and will weigh about 70 tons. Power will be provided by 1,000 h.p. 12 cylinder diesel engine mounted on a 4-wheel bogie and operating through a 4-speed torque-converter transmission. An additional 6 cylinder diesel engine of 400 h.p. will provide light, heat and air-conditioning for the train. The New York, New Haven and Hartford Railroad has ordered a similar train.





Mr. Quail

Mr. Quail Appointed Acting Commissioner

FOLLOWING the death in November last of Mr. Robert G. Wishart, Chairman of Commissioners, the Secretary (Mr. Norman Quail) was appointed Acting Commissioner, and Mr. J. L. Timewell, Commissioners' Representative (Transport Regulation) became Acting Secretary. Applications (closing on the 29th of this month) have been invited in Australia and in English speaking countries abroad for the position of Chairman.

Mr. Quail has had many years' experience in staff and industrial matters, administration and organisation. He joined the Department in 1909 as a junior clerk in the then Transportation Branch, and transferred to the Electrical Engineering Branch in 1915. His railway career was interrupted by World War One. He enlisted in the A.I.F. and went overseas on active service. He rose to commissioned rank and was awarded the Military Cross. Soon after resuming his railway work he became personal clerk to the Chief Electrical Engineer, and then staff clerk of the Branch. His success in this position led to his transfer to the Secretary's Branch as senior clerk to the Staff Board. He became a member of the Staff Board in 1937, and 10 years later was appointed Chairman of the Board. The Secretaryship of the Department followed in 1949. Mr. Quail is a very active worker for the Legacy Club. He also takes a keen and personal interest in the welfare of the Department's ex-servicemen.

Acting Secretary Rose From Junior Clerk

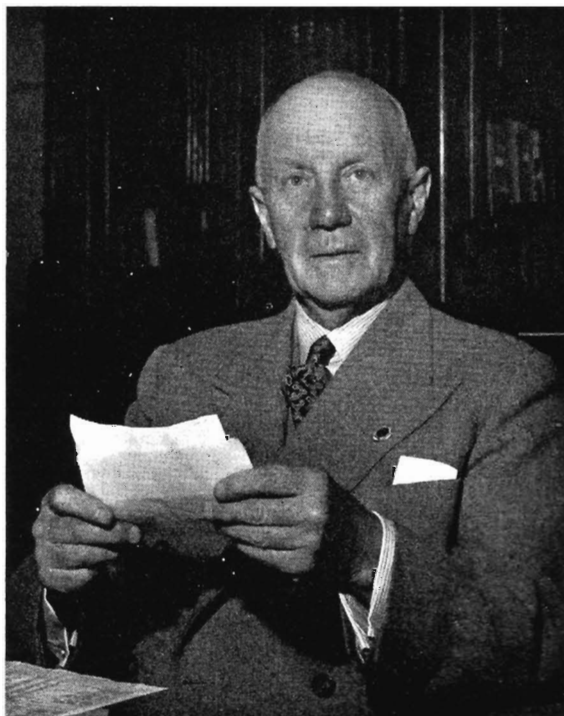
MR. Timewell is another railway executive who started his career, as a junior clerk, in 1908 in the Melbourne Goods. A few months later he was transferred to the Secretary's Branch and has occupied positions in every section of the branch during the intervening 47 years. For some time before the outbreak of World War One he was a member of the railway staff attached to the Crown Solicitor's Office. Mr. Timewell served overseas with the Australian Flying Corps, and on demobilization, returned to the Secretary's Branch. In 1923 he was appointed personal clerk to the then Secretary, Mr. E. C. Eyers. In 1927 he started his long association with Commissioners, first as personal secretary to Commissioner W. M. Shannon, and then with Mr. (later Sir Harold) Clapp. He was Commissioners' Secretary before his appointment as Commissioners' Special Officer in 1938, and in 1947 he became Commissioners' Representative (Transport Regulation).

I.O.T. Correspondence Course

SINCE personal betterment usually looms large in the new year mental attitude, the Institute of Transport and what it can do for individual railwaymen must claim serious consideration as a means to that end. There is no doubt of its value, and particularly, just now, of its correspondence courses arranged through the Royal Melbourne Technical College. Although enrolment for these can be made at any time, the present is an especially good time. The Transport Administration subjects are English and Elements of Statistics and the fees are £4.10.0 and £5.0.0, respectively, for the complete course. Correspondence course students must take English, whatever their educational qualifications. The English expression correspondence course (to leaving standard) is £4.0.0 a year, and is, initially, most useful. Those who are not qualified to the University intermediate standard (or qualified, but not recently) may take a preparatory correspondence course in English expression through the College. The fee is £4.10.0 a term. A similar course in arithmetic is £4.0.0 a term. Fees are payable in full by students. Further particulars and application forms for entry to the correspondence course section may be obtained from the Secretary, Room 225, Railways Administrative Offices, Spencer-st.

W.A. First Aid Champions

WESTERN AUSTRALIA, who last year drew with Queensland in the ambulance competition for the championship shield, won the event very convincingly at Mt. Evelyn, recently, with a score of 427½ points. Tasmania and Victoria filled second and third places with 384 and 376 points, respectively. Then followed Queensland (374½), South Australia (368) and New South Wales (358½). For the third successive year, Mr. H. A. Barker, V.R. Accountancy Branch Clerk, won the senior individual



Mr. Timewell



Left to right : Staff Sgt. W. R. Lang and Sgt. J. Farmer, 41 Railway Squadron, Royal Australian Engineers (S.R.), at Seymour camp recently. Staff Sgt. Lang served with an anti-aircraft regiment in the north-west of Australia during the war, and Sgt. Farmer with an armoured division, both as warrant officers. Staff Sgt. Lang is an overhead sub-inspector at Warragul Depot, and his comrade-in-arms an acting overhead sub-inspector at the Batman-ave. overhead depot.

championship with 135 points. His nearest rivals were Mr. G. A. Goode (Western Australia) and Mr. E. Smith (Queensland), who tied with 122 points. Mr. Commissioner Brownbill welcomed the competing teams and adjudicators, and Mr. Commissioner Meyer presented the championship shield and plaques to the W.A. team, and the rose bowl trophy to Mr. Barker. In addition to the customary dinner and entertainments for the first aid men, they were taken on a tour of Olympic Games projects.

From Farm To Rail

FAIR-haired, Italian-born Mrs. Rosalie Dean is a con-ductress on the St. Kilda-Brighton trams. When she left school at Gorizia, Italy, she did a business course and became a typist. Vivacious Mrs. Dean, who speaks French and English as well as Italian, is now trying to arrange for her two younger brothers in Italy to come to Victoria. If this can be done, she is hopeful of getting work for at least one of them in the Department. Fond of sport, Mrs. Dean swims and plays basketball.

Mrs. Dean's husband, Walter, first came to Australia as a prisoner-of-war. He worked on a farm at Gelliondale and, after the war, was repatriated to Italy. After his marriage at Gorizia, where both he and his wife were born, he returned to Victoria and, a year later, was joined by his wife. They worked on a farm in south-west Victoria before joining the railways.

Obituary

NEW LETTER records with regret the death, recently, of Mr. P. J. Carolan, a highly esteemed and efficient officer, who was the first Commissioners' Industrial Advocate. He retired in 1937 with a reputation as one of Australia's most competent men in this field. Mr. Carolan appeared for the Department in some of the most important and complex cases to be dealt with by the Commonwealth Arbitration Court. Mr. Carolan was later a Commissioners' representative on the State Coal Mine Tribunal and the Railways Classification Board. For 31 of his 49 years' service, he was in what was then the Transportation Branch.

Newport Retirements

BEFORE he transferred to Newport Workshops in 1921, Mr. Harry Heyme, tool storeman in the Erecting Shop, was a relieving fireman in the country. He enlisted in the First A.I.F. and was on the troopship *Ballarat* when it was torpedoed in the English Channel. In the last war, he was with the 1st Footscray Battalion's volunteer defence corps. Mr. Heyme retired recently after 45 years' service.

Another well known Newport 'shops man to retire recently was Mr. George Rollinson, who for many years drove the big wheel press assembling all types of engine wheels. He was with the 39th Battalion in the first world war. He founded the 'shops *Dixielanders* band which played at many farewell functions. Mr. Rollinson had 48 years' service.

Thanks

FOR the co-operation of Traffic Branch staff who helped to make the excursion by rail-car to Thorpdale and Yallourn, recently, "a success from start to finish : with their help we were able to see something of the progress made on the Gippsland line and the historically interesting Thorpdale branch." —M. C. Schrader, Secretary, Australian Railway Historical Society

For the trip by conference delegates, by diesel rail-car, to Yallourn. "It could not have been more successful. Rail-way courtesy left nothing to be desired. The meal we had at the Warragul station was most enjoyable, the service excellent and the surroundings were the most pleasant that I have seen on any railway station".

—K. W. Gillespie, secretary, Photo-Engraving Employers Association of Victoria

To the Tourist Bureau for "courteous and efficient co-operation" in arranging reservations for a team of players visiting Sydney. "It is pleasing to be able to have advance bookings in this manner, rather than the outmoded method of joining queues We have taken advantage of the service you offer for a number of years now."

—R. H. Black, Hon. Sec. Victorian Baseball Association

For the "very efficient manner in which the Railways handled consignments of day old chickens during the hatching season. The service was even better than in previous years."

—The Secretary, Victorian Hatcheryman's Society

For the "excellent organization that helped so greatly in our school's recent excursion to Yallourn".

—A. Rowan, Headmaster, Reservoir High School

For the buffet car service on the 12.5 p.m. train from Ballarat on Saturdays. "A pleasant addition to railway service".

—Donald J. Koch, Howitt-rd., Caulfield



Bonding gang which has operated on the track from Dandenong to Moe. Left to right : Truck driver S. Ryal, Cable layer E. Johnson, Skilled labourer A. Imberg, Signal ganger R. Rayne, Skilled labourer L. Darman, Cable layer I. Milczakowski, and (kneeling) Skilled labourer S. Cappetti.

"Printer's Devil" To Sub-Foreman

MR. EDWARD ("TED") PAROISSIEN, subforeman at the V.R. printing works, who retired, recently, after almost 50 years' service, rose from "printer's devil." He was responsible for the machining of *News Letter* letter press. Mr. Paroissien was a foundation member of the Printing Works Welfare Association and, as secretary-treasurer for many years, he organized picnics and picture and smoke nights for the fund. He was also very successful as organizer of the employees' savings group. At his farewell he was presented with a wallet of notes by the manager of the Printing Works (Mr. M. McKenzie).

Stored Pre-Cuts

STOREMAN-IN-CHARGE Mr. T. C. (Jim) Poliness, who retired recently after 47 years' service, joined the Department as a lad labourer in the Rolling Stock Branch. Transferring to the Stores Branch in 1928, he was at Bendigo and Benalla and metropolitan stores, before becoming storeman-in-charge of the pre-cut housing project in 1949. In six years, components for about 3,000 pre-cuts were stored and issued at the Brooklyn depot. Mr. Poliness's father was a signal adjuster with 40 years' service.

Echuca's Golden Days

ANATIVE of Echuca, Goods Checker Walter Bentley is an authority on the early history of the busy river port. Most of it he gleaned from his father, Frederick, who was a labourer in the railway goods sheds. Mr. Bentley has a good professional footrunning record. He won gifts at Bendigo and Cobram, as well as many minor events. He is also a keen first aider. His hobby now is shooting.



Mr. Bentley

The Passing Power Parade

IN his 48 years' service, Senior Train Controller Arthur Knight has seen big changes in motive power on the V.R. system. He recalls the days when locomotives, such as the D's, R's, Y's, and T's could haul loads of only up to 300 tons. Today, a single electric locomotive makes light work of a train load of 1200 tons of brown coal, and a diesel-electric locomotive can deal with a trainload of up to 1600 tons in moving a bumper wheat crop. Mr. Knight saw the electrification of the Melbourne suburban system and the passing of steam on a large section of the Gippsland line.

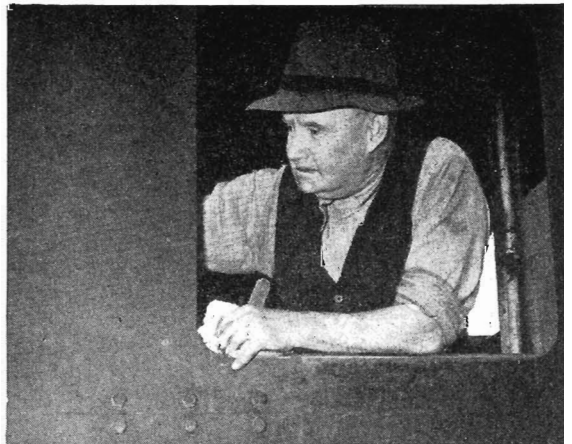
Born on the day *Carbine* won the Melbourne Cup, Mr. Knight always wanted to be a railwayman. When he passed an examination for lad porter in 1907, but was unsuccessful in the ballot, he accepted a job as a car cleaner in the Bendigo sheds. That year he was appointed lad porter, and after relieving at most stations in the Bendigo and Maryborough districts as an operating porter, he became a relieving assistant stationmaster. In World War One, Mr. Knight saw active service on Gallipoli with the 14th Battalion, and, later, with the 4th Division Signal Company in Egypt and France. Of



Miss Valda Chapman, who was in the Powers Machines office for seven years, was married recently to Mr. Alan Wyatt at the South Caulfield Methodist church. Above: Leaving the church after the wedding. Photo: Roma Fulton

the four railwaymen in a party of eight that enlisted at Bendigo, Mr. Knight and Mr. L. R. Dawson, a retired stationmaster, were the only survivors.

When Train Control was inaugurated in 1922, Mr. Knight was transferred to Bendigo and later went to Central Control, Head Office, in 1930. His father was a ganger in the Way and Works Branch, brother, Leslie, was stationmaster at Ringwood when he retired, and another brother, Len, is a clerk in the Spencer-st. booking office. Altogether, the Knight family has more than 170 years of railway service. At his farewell, Mr. Knight was presented with a wallet of notes by the Assistant Chief Traffic Manager (Mr. T. R. Collier).



Veteran Driver William Payne, of Echuca, has been a driver for about 30 years. He was at Dimboola, Stawell and Ararat before coming to the Murray border town. He forsook the footplate for two years to drive rail motors. He was with an ambulance unit in World War One, and has had more than 40 years' service as a railway first aider. Driver Payne's two sons, Paul and David, are electric train drivers.



The V.R.I. team that competed in the Australian Railways Institutes' golf carnival for the Tintara cup at Brisbane. Back row—left to right: H. Whelan (clerk, North Melbourne); E. Coughlin (rail-motor driver, Daylesford); R. Walker (electrical fitter's assistant, Way and Works Branch, Flinders-st.); J. Roche (goods guard, Numurkah); L. Barlow (rail-motor driver, Daylesford); J. McCarthy (iron machinist, Ballarat Workshops); G. Tolliday (guard, Dimboola); L. Chibnell (boiler-maker, Ballarat Workshops); H. Chandler (works foreman, Hamilton); H. Fletcher (stationmaster, Avoca); J. Villiers (clerk, Murtoa). Seated: K. Mackenzie (assistant ambulance officer); R. Jones (clerk, Head Office, manager); M. Lynn (motorman, Elwood Tram Depot, captain); F. Findlay (fitter and turner, Ballarat Workshops, president).

Photo: R. N. Jones

SPORTS

Country Sports Weeks

THE programme for country sport weeks has been completed. The cricket carnival will be held from March 19-23; bowls, April 9-13; tennis, April 16-20 and golf September 10-13. Lists of names, grades, branches and locations of all members wishing to take part in the tournaments must reach the V.R.I., Flinders-st. not later than a month before each fixture. If this is not done it may be impracticable to arrange relief and leave.

Bat and Ball

SOME very good performances were registered, recently, in the V.R.I. Cricket Association's competition for the Commissioners' cup. Neil Turl, who plays pennant cricket with Fitzroy, scored 126 not out for Loco. against Flinders-st. He also took five wickets for 55 runs and three catches. In a subsequent match against Suburban Lines, he knocked up a bright 50 and took eight wickets for 60. Flinders-st.'s best all-rounder is Clerk Jack Gleeson, who seldom fails with either bat or ball. He has had scores of 33 and 41 and has taken 3/19 and 3/24. R. Robinson has been Geelong's most successful batsman. He began the

season well with scores of 37 and 46. The team's best bowlers have been L. Fisher and Ced Hovey. The former's best figures have been 4/6 and 4/52, and Hovey's 6/58. These excellent bowling figures were obtained at the expense of Loco.

Electric Train Driver J. Williamson is Flinders-st.'s brightest and most aggressive batsman. Against Melbourne Yard, he made sparks fly by hitting up 97. Only time prevented his joining the century makers.

Olympic Timekeeper

ONE of Victoria's leading amateur swimming administrators is Mr. William Norman Orchard, who was acting officer-in-charge of the country timetable section when he retired last month. In his 15 years' association with the sport, Mr. Orchard was secretary of the Olympic club for 12 years. Swimmers and divers from his club have won a number of Australian championships over the years, and for the past three years, Olympic has been the premier swimming club of Victoria. Mr. Orchard is a vice-president of the Victorian Amateur Swimming Association and chief timekeeper. After the Australian championships in Sydney, officials will be selected for the Olympic swimming events. Mr. Orchard will be a timekeeper, using the Omega electrical

timing device that an Olympiad will see for the first time, at Melbourne.

It is almost certain that his son, Dr. W. H. Orchard, senior medical officer at Royal Melbourne Hospital, will be in the Australian water polo team, as he, Peter Bennett and Dr. John Foster (son of Judge Foster) appear, at this stage, to be automatic selections. Dr. Orchard had the misfortune to be swimming when John Marshall was re-writing the world's swimming record book and he was runner-up to the champion in several State championships. Realizing that Marshall would always be too good for him, young Orchard wisely turned to water polo. He developed such skill at this sport that he was selected in the Australian water polo team for the Helsinki Olympic games.

Anglers New Boat

THE V.R.I. Angling Club has a new 26 ft. motor boat to take parties of railwaymen on fishing excursions in the Bay. Shift workers go during the week and day workers at week-ends. Up to the present, too many fish seem to have got away, but with more settled weather likely in the next few months, baskets (and fishermen) hope to be replete. Railwaymen planning to join the club should get in touch with Mr. W. Crowe, of the Guards Depot, Jolimont.

VR
News Letter

MARCH

1956



THE MONTH'S REVIEW

Progress Indeed

IT is appropriate that the opening of Australia's first electric main-line, this month, should occur within a few days of the centenary of formation of the Victorian Railways Department. On March 19, 1856, an Act was passed to authorize the Government to buy the Melbourne, Mount Alexander and Murray River Railway Company (which, after starting to build a line to Williamstown, had fallen on evil times, financially) and any other railways thereafter.

The company was bought for £68,100 in cash, plus £56,983 liabilities on works in course, and the Victorian Railways Department virtually came into being under the Act. The Commissioner of Public Works and the Surveyor-General were appointed trustees of the railway, and on April 1, 1856, the Commissioner of Public Works took over the new Department, and the first staff appointments were made a month later. Immediately afterwards the Williamstown line was gone on with and, two and a half years later, the Department's first passenger engine, No. 1, made a trial trip from Williamstown to Saltwater River. The whole line was officially opened in January 1859.

Australia's First Electric Main Line

WHEN the first electrically-hauled train pulls into Traralgon station, on March 14, another milestone will have been reached in the history of the Victorian Railways. The electrification and part duplication of the Gippsland line is one of the major works of *Operation Phoenix*. It is also Australia's first main-line electrification. Already £8 million has been spent on it.

A feature of duplication was the huge volume of earth to be moved that required a heavy concentration of mechanical equipment. At various times progress was retarded, mainly because of lack of money and of difficulty in getting building materials, tradesmen and technical staff. Despite these setbacks, the plan to duplicate and electrify the long stretch of line in progressive stages has gone, and is going, ahead.

Mammoth Project

TREMENDOUS quantities of materials were needed for the scheme. As examples, the number of sleepers so far used is nearly 270,000 and metal ballast exceeds 350,000 cubic yards. New bridges absorbed more than 10,000 cubic yards of concrete and 1,400 tons of steel, and the reconstruction of existing bridges took nearly 13,000 cubic yards of concrete and nearly 1,800 tons of steel. Almost 10½ thousand tons of rail were used on the duplication of lines, and nearly 3,000 tons of track relaying. Most of it is heavy rail, 107 lb. to the yard. More than one million bricks and 2,500 yards of concrete were needed to build sub-stations and tie stations. They are connected by a 76-mile-long, stainless-steel-sheathed aerial supervisory cable to the electrical depot at Warragul, where the power engineer has at his fingertips, the control of any sub-station or tie station and any 22,000-volt, 1,500-volt, or 2,200-volt circuit breaker between Narre Warren and Traralgon. This cable consists of 14 pairs of wires insulated with paper and covered with a stainless steel sheath welded along a longitudinal seam. Three of the 14 pairs of wires are used for the control of various groups of sub-stations and tie stations, and the others either for feeder switchgear protection between sub-stations, signalling or communications. This particular cable was developed during the last war for use in Africa. A large illuminated board at Warragul shows the condition of each item of equipment and indicates by alarms and flashing lights the failure or abnormality of any automatic operation.

500 Miles Of Wiring

THE overhead structures on the Gippsland line, which were specially designed for simplicity and economy, required 3,300 tons of steel and nearly 10,000 yards of

concrete. The 83 route miles electrified involve 130 single track miles of main-line wiring and 26 miles of siding. More than 500 miles of wiring are supported by 30,000 insulators of various types. The wiring includes 133 miles of copper catenary, 157 miles of copper contact, 110 miles of steel wire and 60 miles of droppers (numbering 75,000).

With the completion of electrification, passengers for stations between Traralgon and Bairnsdale will now travel from Melbourne to Traralgon in electrically hauled trains, and for the rest of the journey behind diesel-electric locomotives. Previously, passengers had electric traction only between Melbourne and Warragul, where steam locomotives took over. Electric traction to Traralgon will improve train schedules generally on the Gippsland line.

First Boom Barrier

THE first of the boom barriers to replace existing manually operated swing gates at road-rail crossings were in operation at Toorak-rd., Tooronga, last month. Electrically operated, these barriers will be installed at crossings over double line and multiple tracks. They will extend half way across the road, on both approach sides. The installation comprises two alternatively flashing red light signals and mechanisms that raise and lower the barriers. Each barrier carries three other red lights along its length.

The roadway will have a double white line down the centre to force vehicles into the approach lanes. The barrier is normally upright. When a train approaches, the flashing lights operate for several seconds as a warning that the barriers are about to descend. They reach the obstructing position before the train gets to the crossing, however fast it may be running. As there is no barrier on the exit side of the crossing, any vehicle already on the railway track when the lights begin to flash can readily get across before the train comes.

One advantage of the boom barrier lies in its automatic control by trains as they approach and cross, and thus makes the roadway available for traffic for the maximum period of safety. Another lies in its economy of working: gatekeepers are released for duties elsewhere.

Longer Suburban Journeys

HOUSING expansion in outer suburban areas since the war has been responsible for a big increase in the average suburban passenger journey. Development has gone ahead more particularly along the Frankston, Ringwood and Dandenong lines.

Traffic statistics show that, from 1946-47 to June 30, 1954, the overall increase was 16 per cent. Last financial year there was a slight fall but, at June 30, it was still 15½ per cent longer than at July 1, 1947. Today's average suburban journey is 8.34 miles. New stations will soon appear on the suburban railway map. Construction is already well advanced for a new one at Oak Park, between Glenroy and Pascoe Vale, and preliminary work has been done towards other new stations at Patterson-rd., between Bentleigh and Moorabbin, and at Laburnum-rd., between Box Hill and Blackburn. Another station is planned at Heatherdale-rd., between Mitcham and Ringwood.

OUR FRONT COVER

Many little boys want to drive a train when they grow up. Neville John Rodgers is too young yet to think seriously about it, but he is obviously most interested in his train book, the cover of which shows *Spirit of Progress* hauled by one of the S class locomotives, now scrapped. It may be that, when Neville is old enough to be an engine driver, trains will be atomic powered.

AUTOMAT VENDING MACHINES

THE increased use by railroads, as well as retailers, of automatic vending machines is a modern development that combines service and selling.

MOST American, and a number of Continental railroads have installed automats at stations to serve sandwiches, hot and cold drinks, cigarettes and confectionery. At present, not many of these machines are in use on railway stations in the United Kingdom, but more are now being installed. Two American railroad companies have put them into carriages, but, so far, the experiment is not regarded as entirely satisfactory because the train's vibration upsets the delicate mechanism of the machines.

The success of automatic vending machines overseas has encouraged the Victorian Railways to install some of them at Spencer-st., Flinders-st. and Princes Bridge stations. At Spencer-st. there are 104 automatic (6d. and 1/-) luggage lockers, two machines serving a 2/- bar of chocolate and two 6d. fruit drink machines. A platform ticket machine has also been installed there. Flinders-st. has 80 luggage lockers, eight chocolate and eight fruit drink machines, and at Princes Bridge there are 16 luggage lockers, two fruit drink machines and two for chocolate selling.

Revenue from the machines, so far, has fully justified their installation. In six months, the Department grossed £7,400 from the sale of 74,000 bars of chocolate, and in three months £6,000 from 240,000 fruit drinks. In one hot week of December, the drink machines attracted high patronage, and some 30,000 drinks were sold. The revenue in four months from the luggage lockers at the three stations totalled £738.8.6 and is showing progressive improvement. The platform ticket selling machine at Spencer-st. is also profitable. In its first month, in November last, it brought the Department more than £200. In December the takings rose to well over £300. When *News Letter* went to press the total revenue from the machine was £1,126.

More chocolate machines are to be installed. They will serve a shilling block. Flinders-st. will get four, and Spencer-st. and Princes Bridge stations one each.

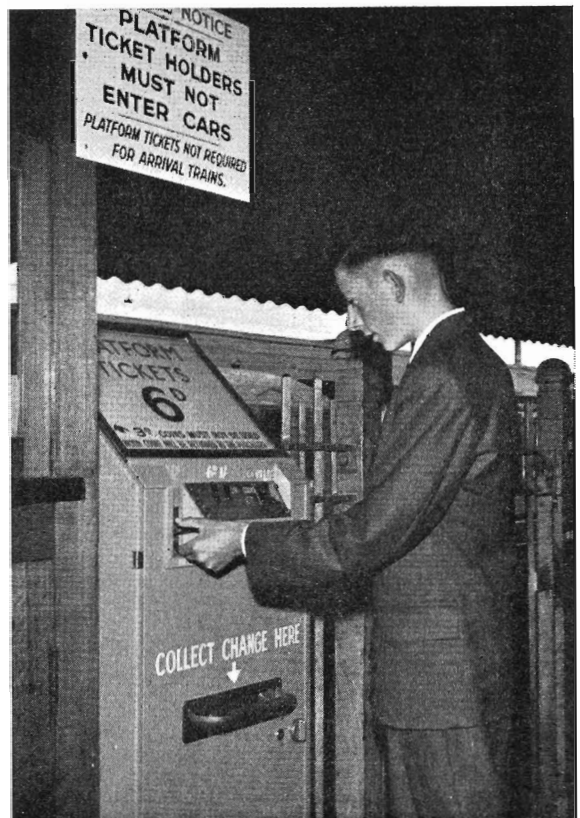
When imports and the dollar situation become easier, the Department may follow overseas practice and install what is known as a tandem machine. This offers the choice of automatically served milk, sandwiches, pastries, cigarettes and cold drinks.

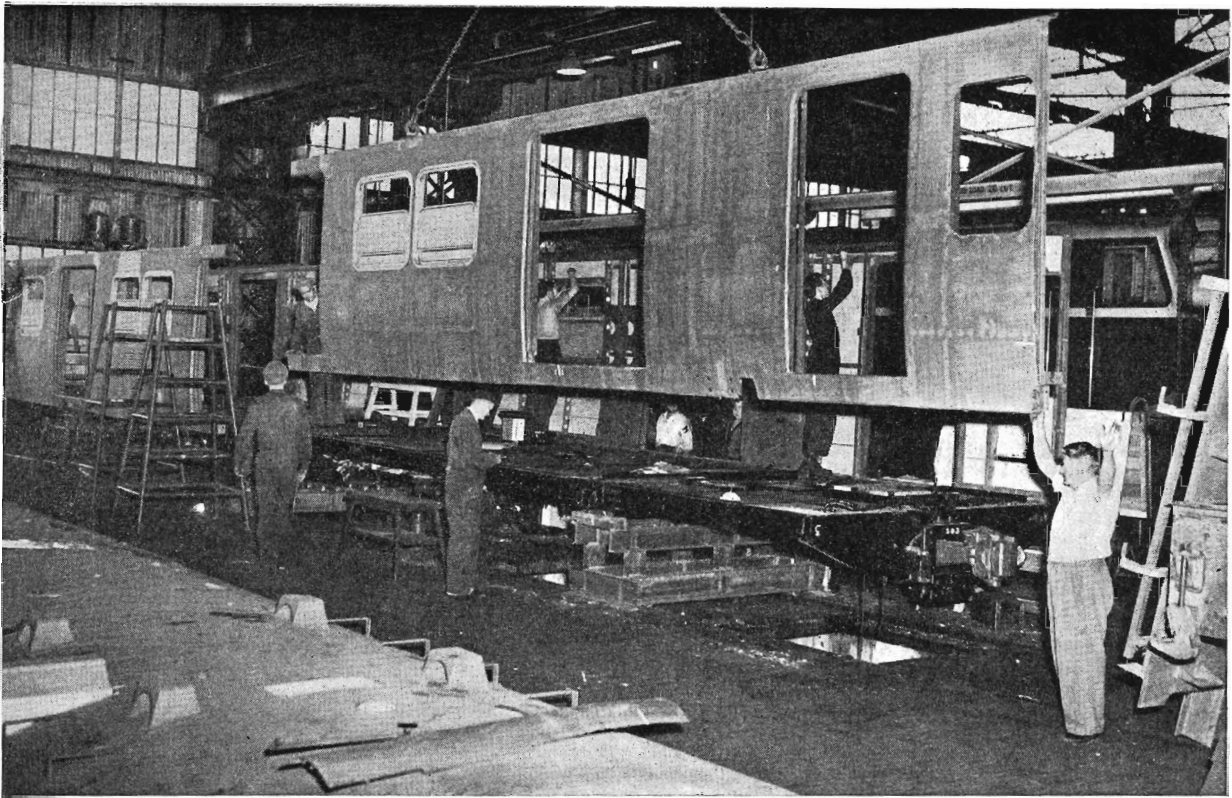


The fruit drink machines are popular with children.



New type luggage locker. Right) Platform ticket machine.





A section of a side being placed on the underframe. Each side is delivered in two sections.

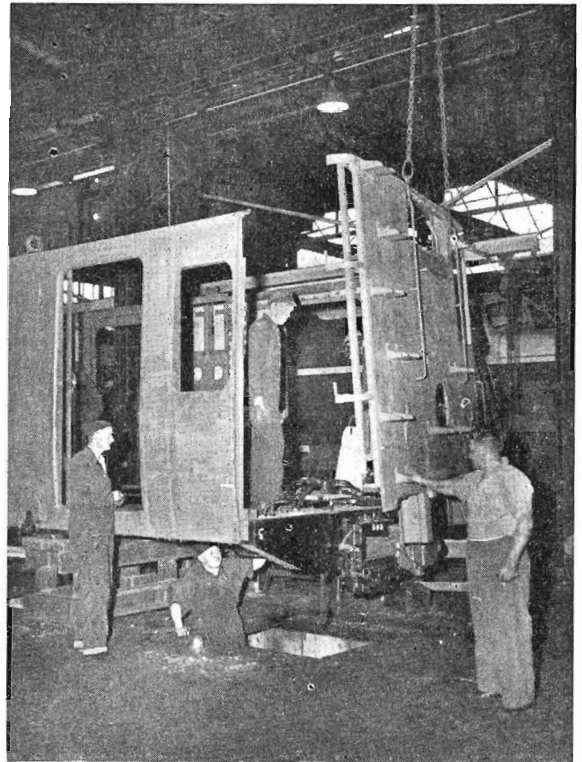
NEWPORT WORKSHOPS ASSEMBLE NEW CARS

THIS month the first of the new suburban trains is scheduled to go into service.

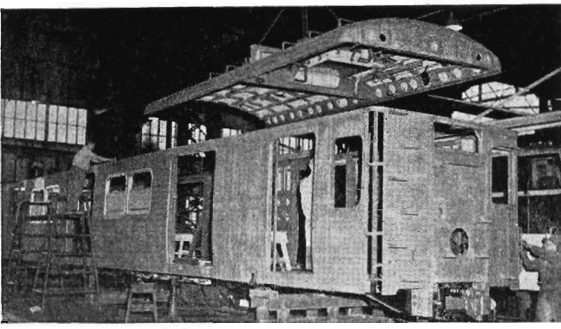
NEWPORT Workshops' part in building the 210 cars of the 30 new suburban trains is to assemble the 88 motor cars which are arriving in a "knocked-down" condition from the manufacturers, the Gloucester Carriage and Waggon Company, England. (Of two others, fully assembled, one has already arrived and one will come later.) The trailer cars are being made by Martin and King Pty. Ltd. and the Commonwealth Engineering Co. Ltd., and the bogies by Bradford Kendall Ltd.

In the Erecting Shop at Newport the motor coaches are being assembled at the rate of three a month. One complete train a month will go into service.

Ranging from massive underframes to minute spring washers, a steady flow of parts, neatly packed in strong wooden cases, is arriving at the workshops. The "spot" system of production is used, by which a different stage of the work is done at various locations in the shop, the car being moved by crane from one "spot" to the next. An interesting feature is the fitting of the undergear to the underframe. The latter, after having been stiffened by the temporary attachment of a special jig, is turned upside down and as much gear as possible fitted while it is in that position. This eliminates a considerable amount of work under the car in the pit. The accompanying illustrations show the assembly of the first car that arrived in a "knocked down" condition.



The driving end of the car goes into position.



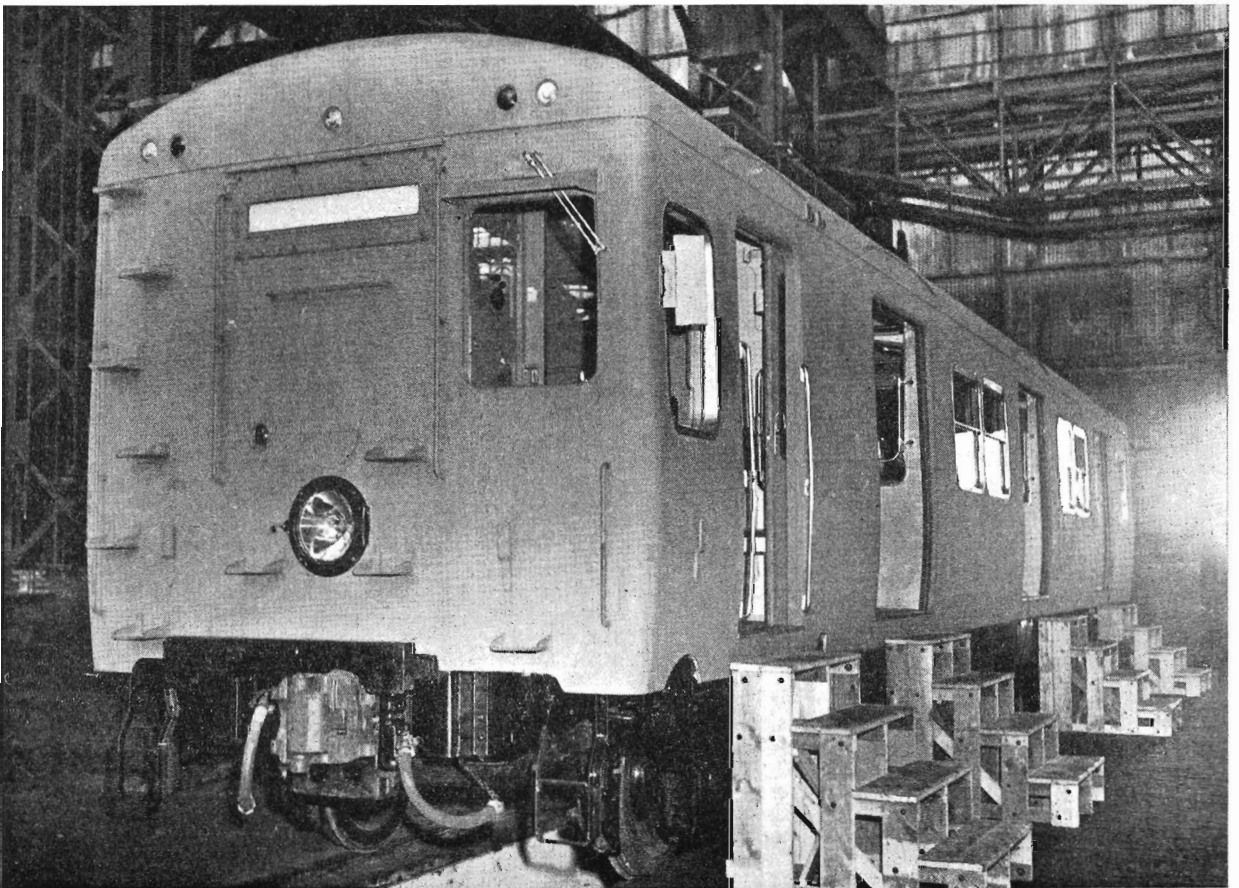
An end section of the roof being lowered ; the roof is in three sections.



Preparing the steel floor for the cork covering. On the cork are placed masonite sheets and rubber, a combination that provides good insulation and resists wear.



Attaching light housings and ventilator strips.



Car ready for exterior painting.



The diesel-hauled 8.40 a.m. passenger train from Melbourne arrives at Dimboola at 3.40. p.m. and connects with the 3.55 p.m. diesel rail-car to Serviceton.

DIMBOOLA

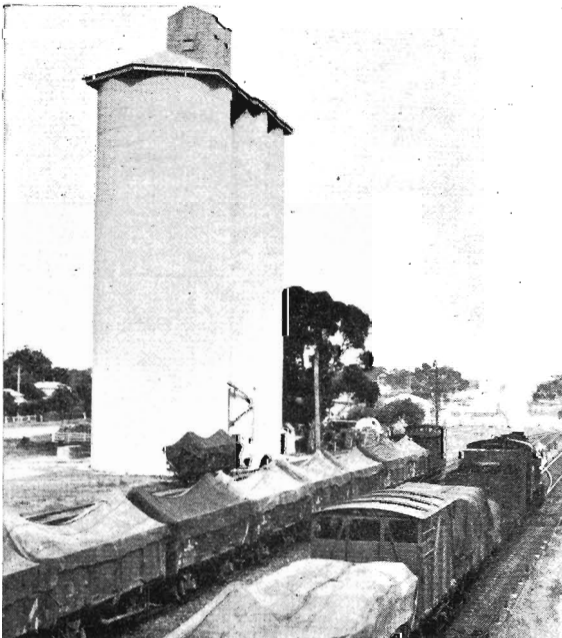
ON the Wimmera river, 224½ miles from Melbourne, Dimboola, an agricultural township with a population of 1,690, is an important railway centre. It is a stopping place for The Overland and the fast goods train to Adelaide (crews are changed there), and through it also flows the bounteous volume of wheat, oats and barley that the Wimmera farmlands regularly produce. Surveyor Wilmott, who laid out the town, named it after Dimbula, in Ceylon, "a land of figs".

DIMBOOLA draws its economic strength from the soil, but other sources of district wealth are salt and limestone deposits. The town does not lack adequate educational, cultural and sporting facilities. It has a primary and a higher elementary school, four churches, recreation reserves and rifle, angling, rowing, coursing, athletic, tennis, bowling, golf and croquet clubs. The town also prides itself on its agricultural society's show, which is held each October.

Railway staff at Dimboola are particularly busy after the harvests in the Lowan, Borung and Kara Kara areas because on the station this produce converges. In the 1954-55 season, the wheat yield was more than 17½ million bushels, oats 2½ million and barley more than one million. Most of it and the superphosphate that helped to produce it were handled by the railways. In the last financial year, Dimboola's outward goods tonnage was 10,608, and inwards 6,876. Nearly 400 truck-loads of sheep and other livestock were dispatched from the station. The total revenue exceeded £37,000, and of this amount nearly £29,000 was derived from goods and livestock.

Dimboola is linked with Melbourne by a good passenger train service. In addition to the daily *Overland* service, a morning train runs from Melbourne to Dimboola and an afternoon train returns on Mondays to Saturdays. These are supplemented by an afternoon train from Melbourne on Saturdays, and a morning train to Melbourne on Mondays. Most passenger trains are now hauled by diesel-electric locomotives which have speeded up services.

The rolling stock sub-depot at Dimboola provides locomotives to work main line traffic to Ararat and Serviceton,



Dimboola is the transportation centre for a big wheat producing area.



A double-headed wheat train arrives from Serviceton.

and for branch lines to Yaapeet and from Jeparit to Yanac. The staff, which is under the supervision of a sub-foreman, includes two clerks, two chargemen, 18 drivers, 10 firemen, 10 cleaners and two train examiners. Each week, locomotives based on Dimboola use 20,000 gallons of fuel oil and 30 tons of coal as well as 20 tons of wood for lighting up. Every type of locomotive, except X and H classes, comes into Dimboola regularly. The sub-depot can make minor repairs to locomotives. There is a 70 ft. turntable.

Dimboola's stationmaster is Mr. T. P. Meagher. The Traffic Branch staff comprises three clerks, five porters, 10 guards, two signalmen, four shunters and a shedman. Antwerp, Arkona, Gerang Gerung and Tarranyurk also come under the stationmaster's supervision.



Train examiner on the job. There are two at Dimboola.

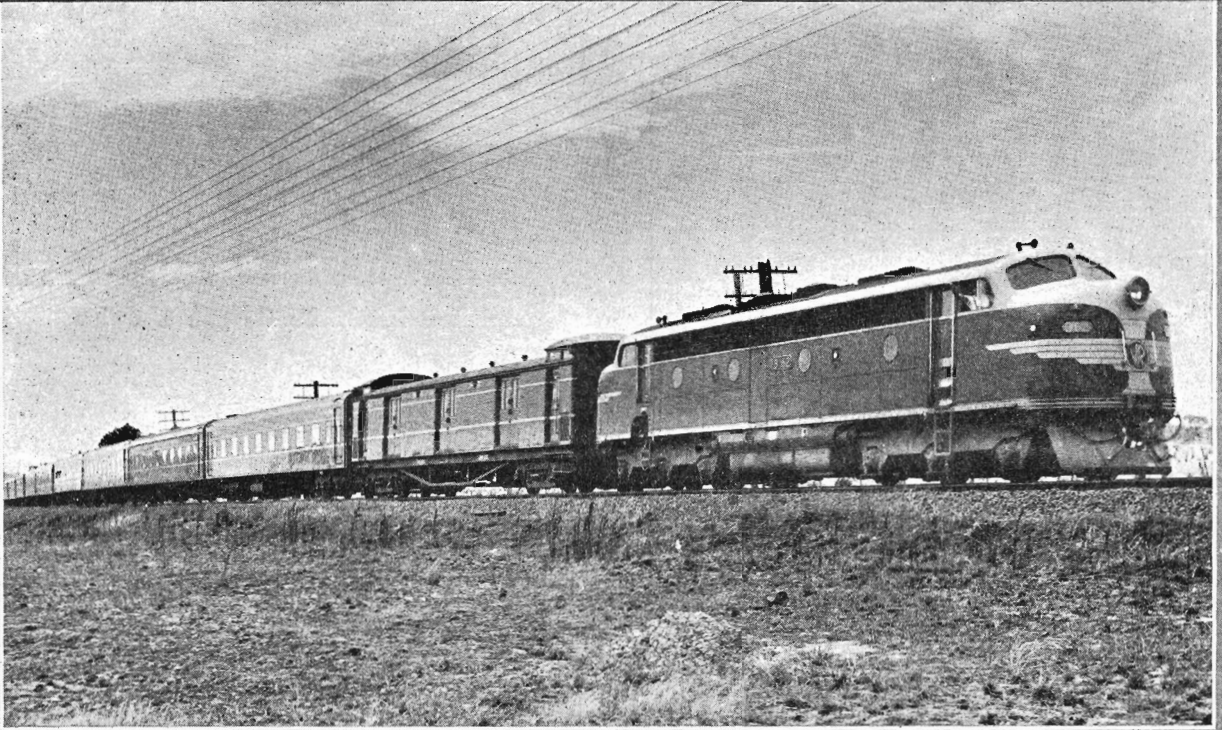


One of Dimboola's two signalmen at work in the station yard box.

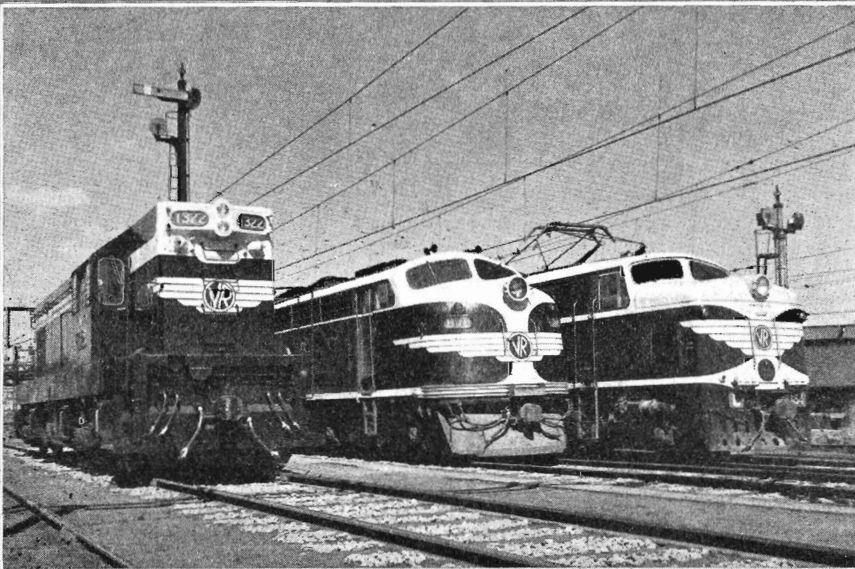


The locomotive depot, with its 70 ft. turntable. Dimboola supplies locomotives for main and branch line traffic.

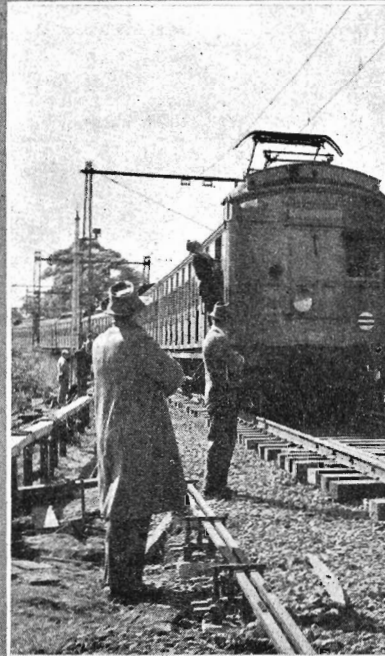
AROUND THE SYSTEM



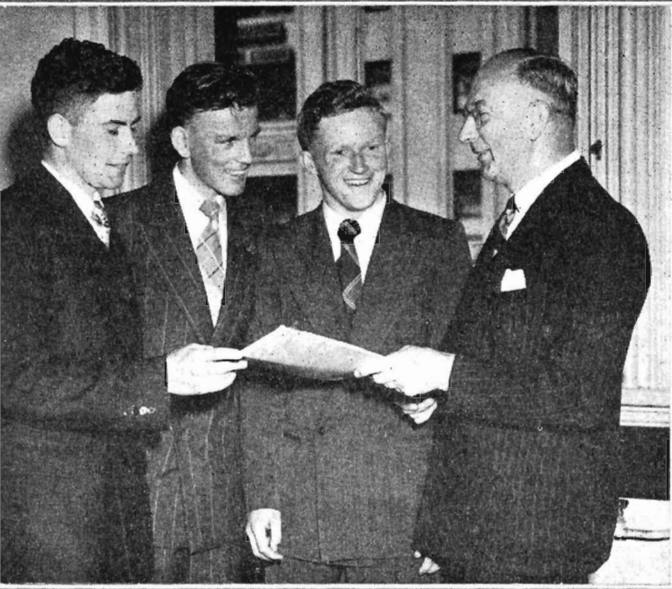
DIESEL-HAULED SPIRIT : Three extra cars were attached to *Spirit of Progress* for homecoming Xmas holidaymakers. The express is seen approaching Melbourne.



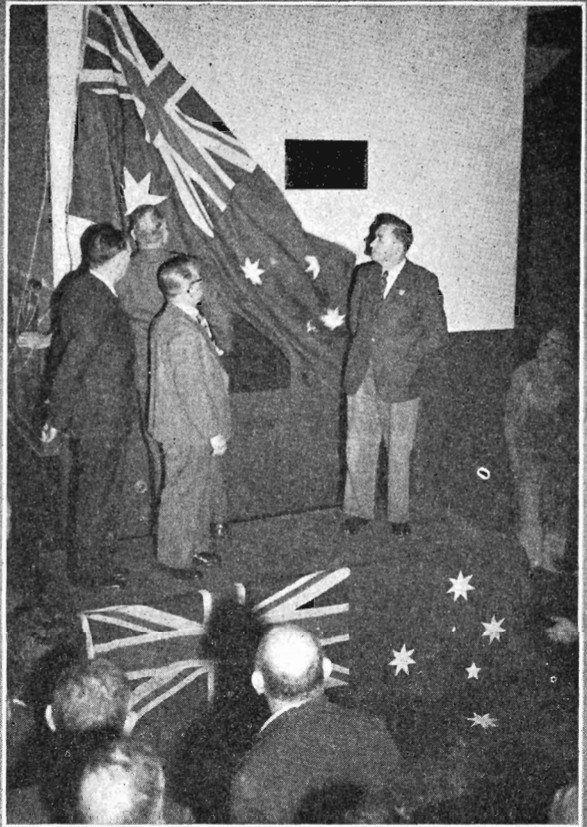
NEW MOTIVE POWER : This photograph of a line-up of B and T class diesel-electrics and an L class electric locomotive was used for the Department's Christmas card.



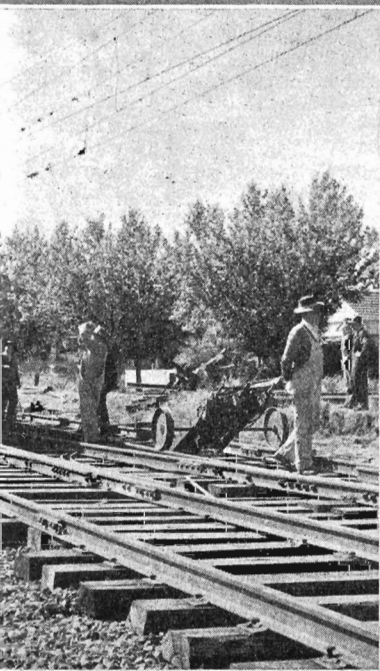
SUBURBAN WORKS : The first train. It is part of track duplication between Melbourne and Geelong.



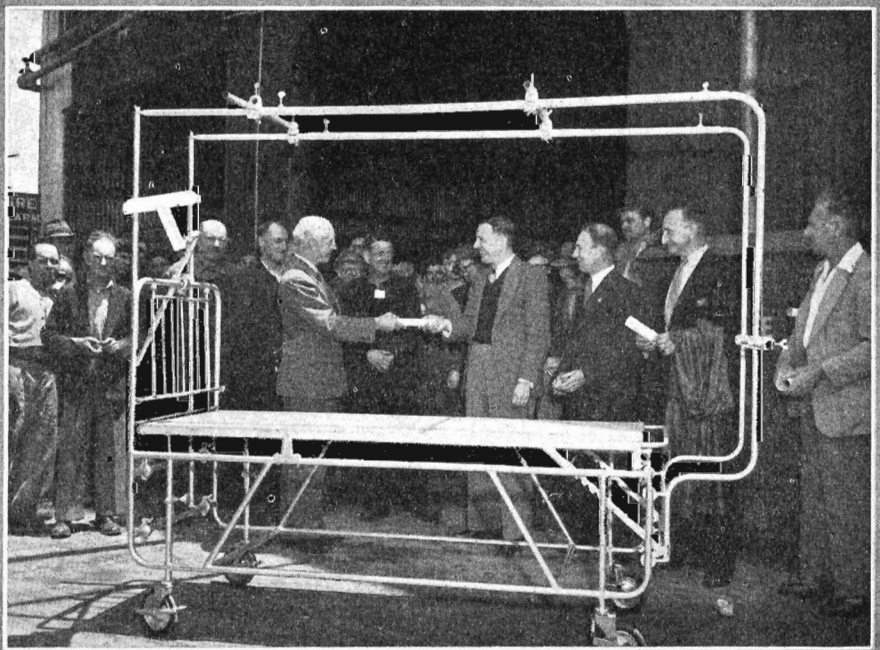
SCHOLARSHIP WINNERS : (above) Acting Commissioner Mr. N. Quail presenting scholarship awards to three railway apprentices. Left to right—V. McRae, Johannes de Kievit and A. L. Davies. Apprentice electrical fitter Kievit is a New Australian.



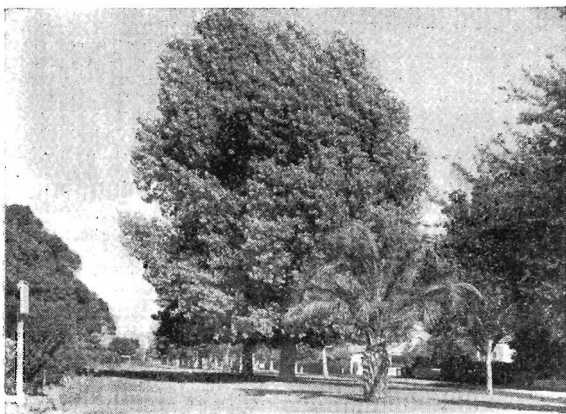
MEMORIAL (right) A plaque to commemorate railwaymen in the Jolimont workshops area who served with the armed forces in two world wars was unveiled, recently, by the Chief Clerk of the Rolling Stock Branch (Mr. O. King). Ex-servicemen attended the unveiling.



WORKERS pass over new crossing work at Tooronga, Cooyong and Gardiner.



COMMUNITY SERVICE : Dr. D. Galbraith presenting members of the Railways Employees' Orthopaedic Hospital Auxiliary with life governorship certificates. In the foreground is one of the special mobile beds donated by the auxiliary.



Much of the Rosstown right-of-way has been turned into parkland.



A cutting at the rear of the South Caulfield State School.
—Photos: A. R. Lyell

THE RAILWAY WITHOUT TRAINS

Condensed from a history of the Victorian Railways,
compiled by L. J. Harrigan

THE Rosstown Junction Railway, on which apparently only one train journey was ever made, was a privately owned line connecting the Gippsland and Brighton lines, nearly 70 years ago. It began near Elsternwick station and ended close to Oakleigh, a distance of 5 miles 20 chains. It never functioned as a railway, but remained idle for many years until dismantled.

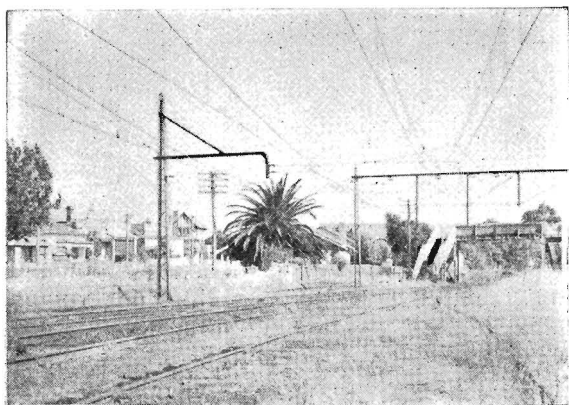
WHEN the Gippsland railway was under construction, William Murray Ross brought out a plan to build a line to connect it with the Brighton line. Ross, an early pastoral settler near Geelong, took up residence at The Grange, near Caulfield. His proposed railway was part of an idea to develop a beet-sugar industry at Oakleigh. Beet was then grown extensively in Gippsland, and Ross apparently thought that a factory near the metropolis would help the distribution of the product. He also contended

that the junction line would relieve the main V.R. line between Oakleigh and Melbourne by diverting a considerable amount of goods traffic to the Brighton line.

In 1876, Ross petitioned the Government for permission to build "The Rosstown Junction Railway," from a spot 18 chains south of Elsternwick station to near Oakleigh. After considerable delay, authority was granted, by an Act of November 14, 1878, to construct a single track line, to be completed within five years. Because of financial and other difficulties which had always beset private railway enterprises in Victoria, very little progress ensued. However, in 1883, the Government extended the period for a further five years. During the same year, the Railway Department supplied £2,000 worth of permanent way materials for the line.

Later, Ross sought authority to extend his railway under the terms of "The Rosstown Junction, Sea Beach, and Melbourne Extension Railway" Bill, but this was rejected by Parliament in July 1885. He then offered the unfinished line to the Government for £20,000, but this was declined. Further negotiations by Ross for sale at £30,000 were unsuccessful.

Early in 1888, the venture was converted to a joint stock syndicate named "The Rosstown Junction Railway and Property Company," with a capital of £1,000,000 and Ross as chairman. On November 14, 1888, the line was legally opened, presumably to conform with the expiring time limit set by the authorization Act. It was probably on this day that the first (and only) train ran. It carried a party of guests from Elsternwick to Oakleigh.

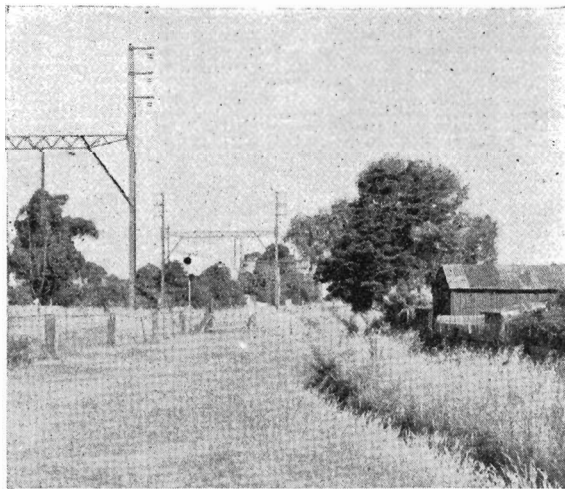


The Rosstown line left the Brighton line near the present Elsternwick 'up' distant signal. The large palm in the centre of the picture is on the alignment of the old line.

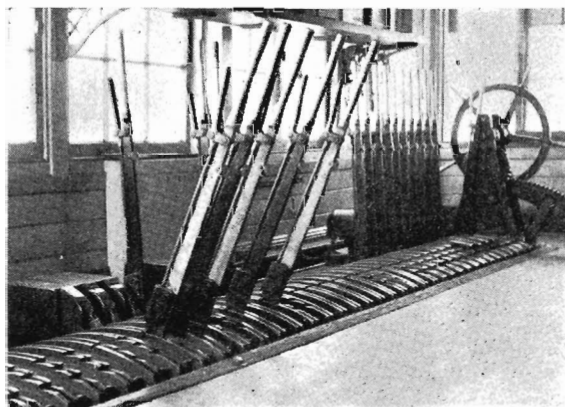
A series of complicated and protracted actions and counteractions arose between the Victorian Railways, Ross, and the company, for the settlement of individual debts. The disputes began in 1883 and were not settled until 1899. During 1884, friction occurred because of the Commissioners' refusal to allow the Rosstown Railway to cross the Mordialloc line on the level, but agreement was reached, in June 1886, to carry the private railway through a subway under the line. Two-thirds of the cost of the work was to be paid by the Department, but, on completion of the subway, argument followed and adjustment of the balance of Ross's earlier debt (for materials supplied by the Department) was made.

At the time the Rosstown Railway was converted to a joint stock syndicate, the Railway Department resumed half an acre of the company's land at North Road station (now Ormond), for which a greatly inflated price was asked. Although the Commissioners offered a reasonable amount, the company apparently did nothing to secure any payment. Between 1888 and 1891, the Department supplied additional materials to the company, for which no payments were made. Efforts to secure settlement of the debt, as well as the amount still owing by Ross, were unsuccessful. Confusion arose because of the necessity for separate actions against the company and against Ross as a private individual.

To hasten finality in settling debts, and as a safety measure because the line was not working, the Department, in 1894, disconnected the Rosstown Railway from the Victorian Railways system at both Elsternwick and Oakleigh. The private line had, however, been re-transferred, under a bank mortgage, from the company to Ross, who protested to the Department about the disconnexion of the line, contending that it was unlawful. The Commissioners lodged a further



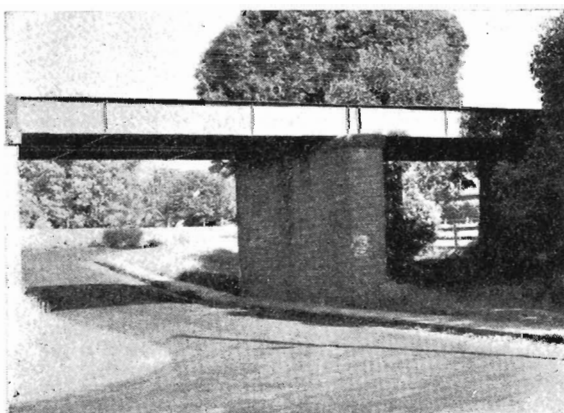
The Rosstown railway joined the Gippsland line on the 'down' side of Oakleigh.



The frame at Oakleigh "A" Box originally controlled the junction of the Rosstown railway and that of the outer circle line.



A disused embankment west of Murrumbena-rd.



This subway, on the 'down' side of Ormond, was built to allow the Rosstown railway to pass under the Frankston line.

claim on the company, but, in September 1896, the company went into voluntary liquidation.

During the next year, the Railway Department seized a quantity of material equal in value to one of Ross's debts. Also, the Department enclosed within V.R. fences certain Rosstown Railway lands at Elsternwick and Oakleigh. They erected a signal box on the fenced land at Oakleigh. Ross retaliated by claiming £74,000 damages against the Department on five instances of wrongful possession, trespass, and injury to property. Subsequently, the Commissioners replaced all the material, restored the permanent way, and paid £700 for the land occupied. All debts owing by Ross were written off and an amicable settlement was reached in an agreement made in April 1899.

The railway continued to be held by Ross, under bank mortgage, until his death. It was then repossessed by the bank and, in 1906, was offered for sale by auction, but there was no offer. Finally, as the ravages of time and theft caused the disappearance of fencing and other property, the rails were torn up and sold.

The course of the old railway can now be traced only by cuttings, embankments, and street formations. Even the name of Ross has passed practically into oblivion. Rosstown (named after the railway promoter) was, in 1909, renamed Carnegie, and, today, Rosstown-rd., a minor street in the district, is but a vague reminder of William Murray Ross and the Rosstown Junction Railway, the line on which only one train journey was made.

LINES FROM OTHER LINES



Reading Company's buffet car, *Schuykill*, in service between Philadelphia and Reading, Pennsylvania. The distance between the two cities is only 58 miles.

Bogies for N.S.W.

THE largest railway casting of its kind ever made in Britain, a one-piece cast steel bogie frame, has been produced by a Sheffield steelworks for the N.S.W. Government Railways. It is nearly 25 feet long, 8 feet wide, and weighs about nine tons. The first of a series in an order valued at £300,000, the bogie is one of a pair, carrying three motor-driven axles, which will be attached to a 2,700 horsepower electric locomotive, 40 of which are being constructed for use on lines running over the Blue Mountains.

Locomotive Mileage Records

THE French Railways electric locomotive CC 7147, a sister engine to CC 7107 (joint holder of the world railway speed record of 205 miles an hour) running in normal service between Paris and Lyons, covered a

total distance of 38,086 miles during the month of May. In addition, it covered a total of 64,148 miles between two regular overhauls on April 30 and June 21, a period of 51½ days. Both these performances are believed to constitute a world record for locomotive endurance.

Handling The Crowds

RAPID transit — indeed public mass transportation of any workable sort — is the sole answer to the congestion problem, Chicago Transit Authority emphasizes constantly. Its argument is based on the number of persons per hour that can be moved over a single traffic lane: 1,575 by car in normal streets, 2,625 by car on limited-access roads, 9,000 by on-the-street bus, 13,500 by tram, 20,000 by subway tram, 40,000 by local-stop subway train, and 60,000 by express subway train.

Safety Propaganda Train

THE culmination of a series of safety rallies for employees of the Pittsburgh and West Virginia Railroad was the running of the fourth annual safety special train from Rock to Monessen. Nine meetings were held for transportation, maintenance of way, locomotive and car and stores staff. Films included *Motor Mania*, an animated colour film on driving, *The Tenth Man*, and *Escape From Limbo*—all safety films.

Double-Decker Passenger Car

A new design double-decker commuter car built by Pullman Standard for the Southern Pacific Railway Company seats 51 passengers on the upper level and 94 on the lower. The car has a centre entrance, sliding doors, adequate parcel racks, hand-holds for passengers and reversible seats.



Acting Commissioner Mr. N. Quail presenting first aid certificates and awards to railway men and women. Porteresses Mrs. Y. Foulds (left) and Miss V. Gray (right) were handed their gold life membership medals. Towards the end of last year, 50 certificates and awards were presented.

Railwaymen are Exempt

SOME railwaymen still do not know what to do if they are summoned to serve on a jury. In the first place, all railwaymen are exempt, by law, from jury service, but if a man's name, by some mischance, is on the jury list, he is liable to be called upon. Should that happen, he should immediately give the summons to his superior officer, so that the Department can arrange for exemption. If there is some doubt whether the summons will reach the Secretary's office before the date of the required service, supervising and administrative officers must see that details of the exemption required are telephoned. All these complications, however, can be avoided if railwaymen will tell police constables, or other officials, who may call at their houses to complete jury lists, that they are members of the railway staff. As an additional precaution, they should check jury lists that are exhibited at court houses, post offices and municipal halls during early March, each year, and apply immediately to the Special Court of Petty Sessions for the removal of wrongly included names.

Courtesy Counts

COURTESY is appreciated, however small the act. Two portresses furnish cases in point. One, Pearl Jeanes, of St. Kilda, on a recent hot day when the temperature was in the nineties, saw an elderly woman hurrying, with some distress, for a train. She went to her and gently advised her not to hurry, as there was ample time to catch it. "It was the nicest thing I have seen for a long time", wrote an onlooker to a morning newspaper.

The second, Edna Thorne, was at Albert Park until her marriage recently. Three Albert Park regular traingoes have now written to *News Letter* to say: "it was a pleasure and a tonic to see her smiling face when we passed through the barrier . . . her happy personality is an example to others".

Railway Unit's Good Deed

THAT boy scouts are sometimes at the receiving end of good deeds was exemplified when supplementary technical reserve units of the Royal Australian Engineers installed the water reticulation system at Clifford Park for the Pan-Pacific Scout Jamboree, held during the Christmas holidays. Members of 41 Railway Squadron joined with the 16 Construction Regiment of the State Electricity Commission in a week-end bivouac to erect the complete pump house and machinery and lay, under difficulties,

1,000 ft. of 6 in. pipe line on a one in four gradient. John Fletcher, the poet, could almost have had the units prophetically in mind when he said: "all your better deeds shall be in water writ", although both technical units and scouts would doubtless prefer Shakespeare's more generalised observation about a good deed shining in a naughty world—even, one might add, through the murk of the rainiest Christmas on record.

Railwayman M.B.E.

EVERYBODY, including *News Letter*, congratulates Mr. C. L. Kuffer, who retired last year after 48 years' service (all of it at Maryborough) in being honoured by the Queen with an M.B.E. It was conferred in recognition of his life's activities in ambulance and first aid, including his work as instructor during the last war. Among those who personally sent messages to Mr. Kuffer were the Prime Minister and the Premier. A large gathering of railwaymen and Maryborough residents met at the local V.R.I. to give him a good send-off into retirement. On behalf of railwaymen, Maryborough's Mayor presented him with an inscribed gold wristlet watch, and handed him his 35th and last first aid certificate.

Apprentices Day

APPRENTICES who were welcomed into the Railway family at the Victorian Railways Institute, recently, included a number of new Australians. The 1956 intake of potential tradesmen, technicians and technologists appeared to be very good material and well up to the standard of previous years. They were given some sound and friendly advice by the Chairman of the Staff Board (Mr. P. Farnan), the retired Chairman of the Board of Selectors (Mr. J. Fetherstonhaugh), the Supervisor of Apprentices (Mr. R. Curtis), the Principal of the Newport Technical College (Mr. H. W.



The Chairman of the Staff Board (Mr. P. Farnan) welcomes some of the New Australian apprentices to the Department.



Mr. Stanley White, assistant engineer, Signal and Telegraph Division, was married recently to Miss Norma Mary Cray at St. Mark's Church of England, West Preston. Above: The bride signs the register in the vestry. —Photo: John Anderson

Tran) and the General Secretary of the V.R.I. (Mr. W. E. Elliott). The keynote of their talks was that excellent opportunities exist in the railway service for the advancement of lads who are prepared to work and study and for building up their bodies by healthy sport.

20 Years Of Tourism

IN appreciation of Mr. W. H. Sherriff's work as Tourist Officer at Mildura for the past twenty years, a function was recently arranged by local hotel and guest house proprietors. Mr. Sherriff was warmly thanked by leading citizens, and a presentation was made to him by the Mayor (Cr. R. R. Etherington). Mr. Sherriff first went to Mildura 43 years ago as a telegraph messenger. The following year he joined the Victorian Railways. After the Mildura branch of the Victorian Government Tourist Bureau was established in 1935, Mr. Sherriff was appointed Tourist Officer.

Obituary

RAILWAYMEN learned with deep regret that Mr. W. J. ("Bill") Blackburn, the Department's ambulance officer since 1940, had died suddenly at Dromana during the Christmas holidays. Mr. Blackburn joined the service as a junior clerk in the Accountancy Branch in 1917, and, later, transferred to the ambulance section. He was appointed assistant ambulance officer in 1938 and, two years later, became ambulance officer on the death of Mr. V. E. Southwood. Mr. Blackburn gained his first ambulance certificate in 1919. He was a member of the railway offices' first aid team (in later years Accountancy Branch). He led the team in many ambulance competition wins. The State Shield was won in 1928, 1929, 1935 and 1937, and the all-Australian shield in 1935. In the last war Mr. Blackburn was lent to the army for 12 months and, as a captain, helped to instruct medical corps staff in improvised first aid. He was admitted to the Venerable Order of St. John of Jerusalem in 1945 as serving brother. The honour was conferred by King George VI. For several years Mr. Blackburn was on the committee of management of the

Victorian Civil Ambulance services. He played a major part in the publication of the preliminary handbook of first aid and the introduction of the English method of competitive work.

The Victorian Football League has also suffered a severe loss in his death. He was an outstanding League umpire. He umpired League final series games and interstate matches and for some years was umpires' coach. His funeral was attended by many railwaymen and sportsmen. *News Letter* extends sympathy to Mrs. Blackburn and her family.

From Apprentice to C.M.E.

MR. ANDREW CAMPBELL AHLSTON, who was Chief Mechanical Engineer for 22 years, and who was retained by the Department as an engineering consultant when he was due to retire in September last year, has now relinquished these special duties.

Mr. Ahlston joined the Department as an apprentice fitter and turner in 1908. In his first three years he passed all his examinations with credit, and was awarded a departmental scholarship in mechanical engineering at the Workingmen's College. He was appointed to the professional staff in 1913 as engineering assistant. In the first world war he enlisted in the A.I.F.'s 22nd battalion and, later, transferred to a pioneer battalion where he gained commissioned rank. Some years after returning, he was appointed Engineer of Tests. After filling a technical post as assistant to the Assistant C.M.E., Mr. Ahlston became Assistant Chief Mechanical Engineer, in 1928, and on Mr. N. C. Harris's appointment as Commissioner in 1933, he was promoted to C.M.E. During the last war, Mr. Ahlston, in addition to his railway work, was area controller with the Commonwealth Department of Aircraft Production (Beaufort Division). In 1948 he was sent abroad primarily to study developments in diesel-electric traction in the United Kingdom, the Continent and America.

Under Mr. Ahlston's supervision V.R. engineers designed the imported R and J class steam locomotives and, in the closing stages of his railway career, he was responsible for the initial implementation of the plan to modernize rolling stock (one of the important phases of *Operation Phoenix*).



Acting platelayer J. R. Cunningham came to Echuca, his birthplace, from Ararat about a year ago. He is looking forward to retiring beside the Murray. His uncle was a skipper of the historic river boat, *Adelaide*.

40 Years At Trentham

ASSISTANT Stationmaster H. C. A. Waterman, who retired recently, spent all but three of his 43 years' service at Trentham. He was at Elsternwick, Ballarat and Daylesford before going to Trentham as an operating porter. He worked under 11 stationmasters there and, as an enthusiastic, practical gardener, he is proud of the many prizes that Trentham has won for station beautification. One of Mr. Waterman's sons, Robert Henry, is a leading shunter at Wangaratta, and a daughter, Katherine Frances, worked on the switchboard at Head Office until her marriage to Mr. W. Nye, who is assistant stationmaster at Maffra.

Mr. Fetherstonhaugh's Retirement

FOR 36 years of his half century of railway service, Mr. J. Fetherstonhaugh was a member of the Secretary's Branch. He joined the Department in the Audit Branch in 1905, and in 1914 transferred to the Way and Works Branch. He came to the Secretary's Branch in 1920 and was appointed Assistant to the Staff Board in 1938. During his railway career he was personal clerk to the late Commissioners Messrs. W. M. Shannon and T. B. Molombo and, in more recent years, Commissioners' representative on the Board of Discipline. Since 1948, Mr Fetherstonhaugh and his staff have handled about 100,000 applications for railway employment. Before his retirement, recently, Mr. Fetherstonhaugh, as Chairman of the Board of Selectors, helped to select the youths who began their railway apprenticeships in January last.

At a farewell function, Acting Commissioner Mr. Norman Quail, the Chairman of the Staff Board, Mr. P. Farnan, and others who had a close association with Mr. Fetherstonhaugh, paid tribute to his quiet efficiency, unflinching courtesy and gentlemanly qualities which made him so highly esteemed. After the presentation of a wallet of notes, Mr. Fetherstonhaugh said that he would use them to buy a wrist watch that would remind him of the many friendships he had made during his long railway service. Previously, Mr. Fetherstonhaugh was guest of honour at a dinner arranged by officers of the Secretary's Branch. He also received an overnight bag, as a farewell gift, from the girls of the Head Office telephone exchange.



Mr. Fetherstonhaugh

From Clerk To Assistant C.C.E.

THE Assistant Chief Civil Engineer, Mr. H. R. W. Tonkin, who retired recently after 48 years' service, joined the Department as a junior clerk in the then Transportation Branch. Subsequently, he went to the Claims Agent's Office, but, intending to become a surveyor, he attended evening classes at the old Workingmen's College, and in 1913, passed an examination for junior surveying assistant. He then transferred to the Way and Works Branch, continued his studies and qualified as engineer. After acting as relieving district engineer from time to time, Mr. Tonkin was appointed district engineer at Geelong in 1936. He was subsequently district engineer in the north-eastern



Mr. Tonkin

and metropolitan districts before becoming, in 1949, engineer of special works. He saw the commencement of the Gippsland line duplication and electrification and a considerable portion of it completed, as well as the closing stages of the Heidelberg duplication scheme, before his promotion to engineer of maintenance in 1950. Two years later he was appointed Assistant Chief Civil Engineer.

Mr. Tonkin is an Associate Member of the Institution of Engineers (Australia) and a certificated municipal engineer. He was also the Way and Works Branch representative on the Professional Officers' Classification Committee and examining engineer.

At a farewell dinner, attended by the Chief Civil Engineer (Mr. L. A. Reynolds) and senior officers of the branch, Mr. Tonkin was presented with a travelling case.

Frankston Liners

THE social activities of the Frankston line railway club have done much to promote friendship among station staff and train crews. Club officials make it a practice of giving a send-off to retiring members. Latest Frankston liner to retire was Electric Train Driver Bert Andrew, who had 43 years' service. The club presented him with a fire-side easy chair and the Mordialloc station staff with a travelling rug.



Third from the left in this group is Mr. Thomas McDonald, Benalla signalman, who retired recently. As a young man with the Construction Branch he worked on the building of country lines before joining the Transportation Branch in 1913. He served as porter, operating porter and signalman in various parts of the State, before coming to Benalla 33 years ago. He was one of a well known trio of local signalmen, known as Tom, Dick and Harry. His colleagues were Harry Williams and the late Dick Machlan. At his farewell he was presented with a tobacco pouch and a pen from Benalla B Box past and present signalmen.

—Photo : K. Lobley



This picture was taken 34 years ago when Relieving and Head Office Traffic Branch staff played a social cricket match at the South Melbourne Cricket ground. It was won by relieving staff. The game was seen by a big and representative crowd of railwaymen.

Photo : L. Wardley

SPORTS

Keen Cricket Competition

THE V.R.I. Cricket Association's competition has now reached an interesting stage, the two defeats suffered by Geelong bringing all the teams within close range of each other. When *News Letter* went to press Suburban Lines headed the premiership list with 14 points, followed by Geelong, Flinders-st. and North Melbourne Locomotive Depot, with 11 points. Those who go to Royal Park at mid-week see bright cricket, as each team is restricted to two and a half hours batting time. It is a case of hit out, or get out. It is nothing unusual for 250 runs to be scored in the batting period. Railway cricket organizers consider it an ideal spectator sport for railwaymen on shift work or holidays. One of the best batsmen in the competition is young Neil Turl, of North Loco., who consistently gets good scores for Fitzroy in the V.C.A.'s pennant competition. Batting against Flinders-st. recently, he scored 121 in very smart time. It was his second century for the season. There have also been some good bowling performances. The most spectacular was registered by Jack Hefferman, of Suburban Lines, who plays for Williamstown in the sub-district league. He got the hat trick against Geelong.

50 Years of Cricket

THE presentation of the Commissioners' cup to the winners of the 1955-56 cricket competition will have special significance this year, the 50th anniversary of the event. The association would like to hear from members of the North Loco. team that won the first premiership, in the 1905-6 season. They will be invited to attend the Association's smoke social at which the cup will be presented to the premier team. They are asked to get in touch with Mr. Roy Kydd, V.R.I. sports secretary. He would also like to get a photograph of the first premiership cricket team.

Fencing Club Wins State Titles

THE V.R.I. Fencing Club has had its best season since its formation. It won five titles at the State championships. Top places in the B grade divisions went to Miss P. Lewis and Mr. Z. Okalyi. The State epee and sabre titles were won by Mr. D. Doyle and Mr. L. Fadgyas. In the epee championship five of the eight contestants were club members. Mr. I. Sutherland was runner-up. In the sabre final, Mr. E. Szakall finished third. The V.R.I. epee team, comprising Messrs. Barany, Byrne, Doyle, Sutherland and Szollosi won the State team championship. The foil and sabre teams were runners-up in their respective events. The beginners' sections of the club championships were won by Miss R. Villani and

Mr. B. Sarafov. Miss A. Koch and Mr. E. Szakall were successful in the open championships.

Mr. E. Szakall, whose enthusiasm and knowledge of the sport have been responsible for a great deal of the fencing club's success and its increased membership, has been appointed one of the three selectors for the Australian Olympic Games fencing team. The selection will be made later this year.

The fencing club expects to have even greater success this year. It has secured the coaching services of Mr. M. A. O'Brien, one of Australia's best professional fencers. He took over last month, and instructs at the Institute from 9.30 a.m. to 11 a.m. on Saturday mornings. Club nights are held from 5.30 p.m. to 7.30 p.m. on Mondays, Wednesdays and Fridays. More railway men and women are invited to join the club.

Golfers Day-Out At Ballarat

PRESIDENT'S DAY at the well-laid out Midlands course at Ballarat proved most enjoyable for 40 members of the V.R.I. Golf Club and their families. The president's trophy was won by Adrian O'Brien, North Melbourne train examiner, who returned a nett 69 for 18 holes. The trophy donated by the Ballarat Institute for the secret nine holes event went to the visiting club's vice-president, Ray Walker, electrical fitter's assistant, Flinder-st. A special event for the ladies, an 18 holes stroke match, was won by Mrs. Brook, wife of Woodend's A.S.M.

A black and white photograph of the front of a Victorian Railways (VR) electric passenger train. The train is decorated with several Australian flags. A large, arched sign is mounted on the front, featuring the VR logo at the top and the following text: "FIRST ELECTRIC PASSENGER TRAIN BETWEEN MELBOURNE AND TRARALGON MARCH 14TH, 1956". The number "1150" is visible on the front of the train. The train is moving towards the viewer, and the background is dark.

VR
**FIRST
ELECTRIC
PASSENGER TRAIN
BETWEEN
MELBOURNE
AND
TRARALGON
MARCH 14TH, 1956**

1150

A red rectangular box containing the VR logo at the top, followed by the words "News Letter" in a white, stylized script font. Below the logo, the words "MAY" and "1956" are printed in a simple, white, sans-serif font.

VR
News Letter
MAY 1956

THE MONTH'S REVIEW

The R. G. Wishart

IF a sad, nostalgic note crept, as inevitably it would, into the little ceremony at Spencer-st., at which the Premier named L1150, the *R. G. Wishart*, there was also an atmosphere of enterprise, of expectation of great developments to come. Here was the locomotive at the head of a splendid blue and gold train about to make history with the first passengers on the longest electric journey in Australia. The journey planned to mark the consummation of a far-reaching phase of *Operation Phoenix*, had been one of Mr. Wishart's dreams; and, before fatal illness so tragically overtook him, he had actually set the precise day for it. Opening up the Gippsland line, in this way, to help to develop Australia's "Ruhr" and make Traralgon almost a suburb of Melbourne will be associated with his memory as much as the shining brass replica of his signature that L1150 now bears. In the little district from which both the Premier and Mr. Wishart originally came, the name Wishart is well known and respected. "Indeed," said Mr. Bolte at the ceremony, "it is almost legendary." The electrified Gippsland line now adds lustre to the legend.

"Go By Train"

GIPPSLANDERS already appear to be thinking along the right lines about their electrified railway. The President of Traralgon Shire, Cr. Saunders, who welcomed the official party on the inaugural train, gave succinct expression to the thought: "Quite a lot of them," he said, "will now leave their cars in the garage and avoid parking worries in Melbourne." And not only Gippslanders: a good many Melbourne people, Gippsland bound, are expected to do the same thing. The Premier, replying to Cr. Saunder's welcome, gave point to the theme by declaring: "this train service to be built up, doubled and even trebled, will depend on the patronage given to it." He added, with Churchillian pungency: "give us the patronage and we'll give you the service." Mr. Commissioner Meyer pressed the point home: "the Railways" he said, "have provided the artery. It is up to you people to put red blood into it."

First Train Commemorated

IT was a nice thought of the Melbourne Division of the Australian Railway Historical Society to present a bronze plaque to the Department to commemorate Australia's first steam train, which left Flinders-st. on its inaugural run to Sandridge, at 12.30 p.m. on September 12, 1854. The Department has shown its appreciation by giving it a handsome marble base and erecting it, after some research, at the exact spot on No. 1 platform from which the original train departed. Precision was further observed by fixing the time for unveiling the plaque by Mr. Commissioner Meyer at 12.30 p.m. Historians, headed by Mr. Guy Bakewell, their president, and railwaymen duly met there to recall the significance of the plaque. Inevitably, "then and now" comparisons ensued and Mr. Bakewell's congratulations to the Department on the unfolding of *Operation Phoenix* and the electrification of the Gippsland line were as apt and sincere as Mr. Meyer's acknowledgement of them. "We are elated with what has been achieved in the second century of railways," said Mr. Meyer, "and it's our firm intention that the tempo of progress will be maintained."

Suburban Works Progress

WORK on enlarging the track capacity of the suburban system is going ahead. The first stage of the Heyington-Eastmalvern line duplication was brought into use towards the end of last year, and the second stage, between Glen Iris and Darling, was declared open for service, recently. The Richmond-South Yarra duplication is also

well advanced. When *News Letter* went to press nearly all the retaining wall work for the widened embankment was finished, and earthworks, overhead structures and bridge jobs were completed. For some time, the "down" and "up" Caulfield and Sandringham lines have been diverted, and the linking of the new "up" and "down" Sandringham tracks carried out. Further works now await the re-arrangement of Richmond station platform and wall work in the area. The vast amount of preliminary work required for the new Richmond station continues steadily. Acquisition of properties is completed and the necessary demolition of buildings almost finished. Four hundred and fifty feet of the southern retaining wall, between Swan-st. and Punt-rd., have been erected, together with 480 feet of the wall between Swan and Cubitt-sts. Satisfactory progress is also being made on the construction of the Punt-rd. bridge. All steel work, apart from double track girders (manufacture of which is in hand) has been delivered.

Those Whistles

IF resistance to change is inherent in conservative humanity, it should still be remembered that there is nothing new under the sun. "The more it changes, the more it is the same thing," runs the French proverb. The new suburban train whistles, if more warningly efficient, are still whistles; and criticism of them, if more extravagantly phrased, is still more or less the same criticism that attacked the new whistles of forty years ago. They, it was said, would ruin the nerves, destroy sleep, drive people to distraction. But they obviously haven't, since some people want them back. Destructive criticism is always news-value, and in whipping up opinion, however lightweight, to support it, sections of the press are employing no new technique. Approval is nearly always more inarticulate, but the Department has a good deal of evidence that, in this instance, it predominates. Congratulatory letters and messages have poured in. The worth of the new whistles, if only to protect level-crossing adventurers against themselves, is freely acknowledged: so is the musical quality of the warning. As for the newer sound, do not those of us who served in the wars, especially the Kaiser's war, remember how the almost constant din of guns became so much a habit of hearing that its final cessation induced a sense of something badly missing?

The Daylight

THE new *Daylight* express got off to an auspicious start. It seems to have captured public imagination and to be the Railway's answer to competitive interstate transport. Friendly and efficient service is the keynote of the new inter-capital run. It is the fastest journey (13½ hours) between Melbourne and Sydney yet offered by any form of surface transport. The schedule has been made possible by diesel-electric locomotives and a continuous buffet-type refreshment service on the trains in both States, which eliminates stops for food. The trains are fully air-conditioned throughout. Each passenger is given a folder, on both trains, explaining points of interest *en route*. A band played the train off on its inaugural trip from Sydney. *The Daylight*, which ran to time on the inaugural trips both from and to Sydney, got a very good press. It was described

OUR FRONT COVER

shows the flag-draped plaque on L1150 (*R. G. Wishart*). The locomotive was about to leave Traralgon on the return trip to Melbourne after the inauguration of the Gippsland electrified line.



Passengers, who travelled by *The Daylight* on its inaugural trip from Sydney, leaving Spencer-st. station.

by one Melbourne newspaper as "a new standard in railway service." The Commissioners in both States feel that the success of *The Daylight* is most encouraging, and say that, if bookings continue at the present rate, the express might soon become a daily train. Incidentally, the train has provided another example of the unpredictability of the travelling public. It was originally thought that the preponderance of booking would be in the second class; that is to say, its patronage would come largely from people tempted away from road coaches. But the weight of *Daylight* booking is in the first class. It is thought (although it is too early to speak with any certainty) that an entirely new section of the public is being attracted to the Sydney-Melbourne train service, a section that does not normally use public transport.

Jargon

JARGON grows apace. *News Letter* has already criticized the application of "dieselization" to a given line as both unsound and unpleasing. The protest was reprinted by the *British Railway Gazette*; but British boffins have been at it again, in official documents, with "overspans"

for bridges and "undercreeps" for tunnels. Meanwhile America, having reached what one might reasonably suppose to be the limit of jargon, shows signs of turning back. A railroad president is seeking replacements for "car retarder" and "retarding yard" because the innocent consignor tends to wonder why his goods should be slowed down instead of accelerated. Expedition, as railwaymen know, is the purpose of the retarder and its yard. Somebody has already suggested "automatized yard", but that would seem to transcend the limit of even jargon. The *American Railway Age* has now taken up the cudgels for plain English and suggests a good start with the elimination of "transportation" as a synonym for "tickets", since it would be hard to find a more confusing direction than: "passengers must show transportation before boarding trains". Fortunately, we, in Australia, have not evolved a local railway jargon that is not readily understood by the public, but the temptation to import it is strong and must be resisted. Not only does it invite the misuse of words, but leads also to such malapropisms as that of the two charming young ladies who, at Spencer-st., wanted to book two "layettes" on *The Overland*.



The Premier unveiling the R. G. Wishart nameplate on L 1150.

AUSTRALIA'S FIRST MAIN LINE ELECTRIFICATION

MARCH 14, 1956, the day on which the first electrically-hauled train left a beflagged Spencer-st. station for Traralgon, will rank among the significant dates in Victorian Railways' history. It also signified another stage in the soaring flight of Operation Phoenix which has already passed its half-way mark. More than 200 guests of the Commissioners on the initial run included the Premier, the Minister of Transport, former Transport Ministers, parliamentarians, leaders of commerce and industry and pressmen.

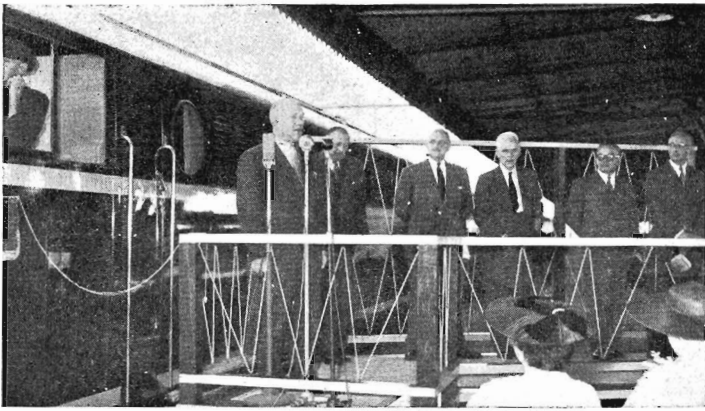
BEFORE the train headed by L 1150 left, the Premier unveiled the nameplate, *R. G. Wishart*, on the locomotive, the first of the 25 to be delivered to the Department. It was the Government's tribute to the late Chairman of Commissioners who played a major part in preparing the blueprint of *Phoenix*, and who was responsible for a great deal of the rehabilitation programme now being implemented.

It was obvious from the train's warm reception as it penetrated into the heart of Gippsland that people welcomed the advent of electric traction which links the district with the Melbourne suburban electrified system. At Morwell, hundreds of children lined the railway fence to wave enthusiastically to the passing train and, when it pulled into Traralgon station, there was even greater enthusiasm. Schools and shops had been closed for the occasion which was described by civic leaders as a red letter day for Traralgon. The official party was welcomed by the President of the Shire (Cr. H. J. Saunders) and councillors, and speeches were made by the Premier, an ex-Minister of Transport

(Sir Herbert Hyland) and Commissioner O. G. Meyer, in reply. All expressed great faith in the future of Gippsland and in the impetus to development given by the electrification of the line, the realisation of one of the greatest projects of its kind.

At the official luncheon in the Railways Institute, the Premier referred to the millions that had been spent by Governments in the Latrobe Valley and outlined plans for the future, such as the production from brown coal of gas and motor spirit. He added that the railways would spend a further £2 million in completing the Gippsland line duplication. Later, Commissioner E. H. Brownbill presented the secretary of the local Institute with a framed coloured photograph of a train-load of briquettes drawn by an electric locomotive to mark the opening of the Institute's new building.

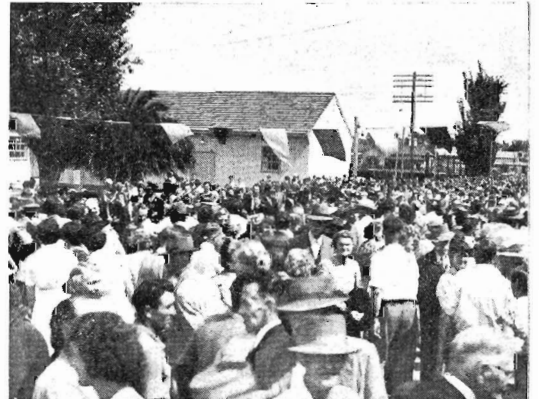
The special train set the pattern for future passenger and goods train services on the electrified line by maintaining strict schedule on the faster journey to and from Traralgon.



(left) The Minister of Transport addressing guests at the unveiling ceremony.

(lower left) The special train arrives at Traralgon. The platform, overhead bridge and streets near the station were packed with local residents and school children.

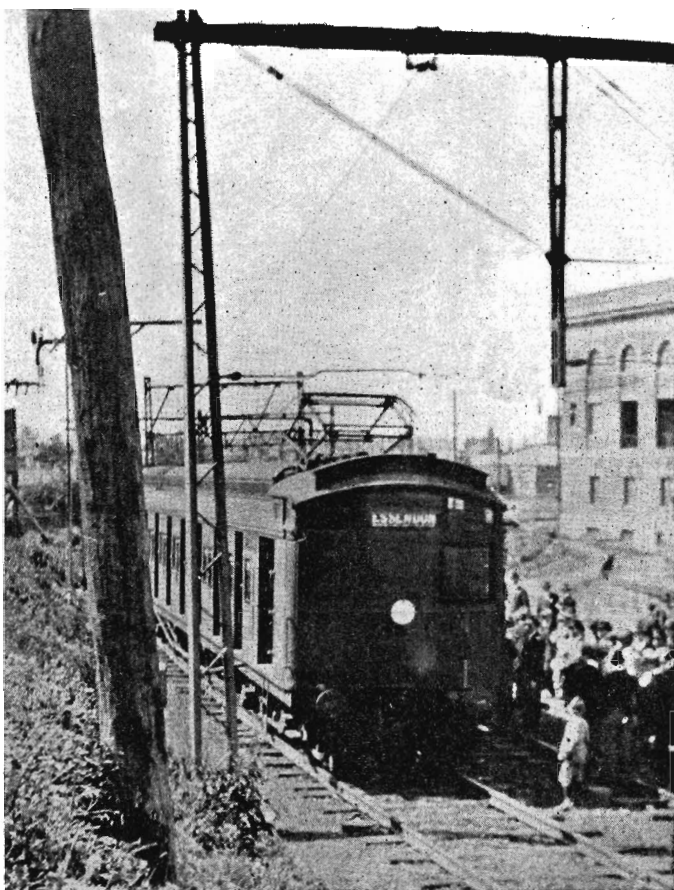
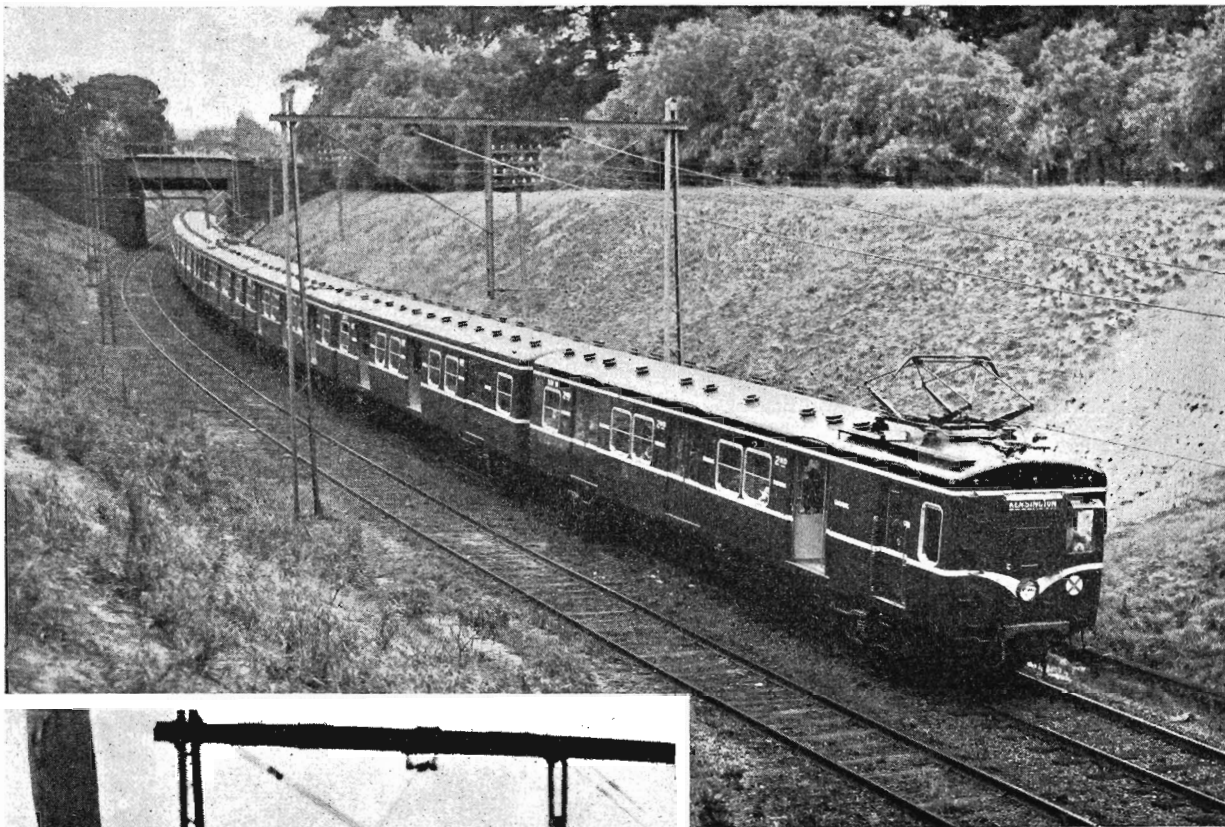
(below) Former Chairman of Commissioners (Mr. N. C. Harris) in the cabin of L 1150 (R. G. Wishart).



(above) The one topic with these people was electric trains have come to Traralgon!

(upper left) Mr. Commissioner O. G. Meyer urged Traralgon people to support the new service.

(left) Mr. Commissioner E. H. Brownbill presents a coloured photograph of a coal train, hauled by an electric locomotive, to the secretary of the Traralgon V.R.I. centre.



The first of the new trains (at top) provides a striking contrast to (above) the first electric train in Australia undergoing tests at Newmarket on October 6, 1918.

NOW AND THEN

THE most spectacular impact of *Operation Phoenix* on suburban services, so far, has been the introduction into service of the first of the 30 new suburban trains. The train immediately caught and held public imagination and patronage. This was expected, as it has so many features designed to add to passenger comfort.

Speaking at the naming ceremony of *R. G. Wishart* (L 1150) at Spencer-st. before it left with the inaugural electric train to Traralgon, Mr. Commissioner Meyer coined a new phrase: "another pin feather in this fabulous *Phoenix* bird." He was referring to the new blue and gold suburban train, drawn up on an adjoining platform for guests at the ceremony to look over.

Unfortunately, within the first five days of its running, the seats of one of its cars were shockingly slashed by irresponsible vandals. However, public sympathy with the Railways in the wanton spoliation of earnest and painstaking planning and work has drawn more than ordinary attention to and appreciation of what the Department is trying to do for its customers.

A COMMUNITY PROBLEM



Wooden louvres are often damaged.

IN common with other public bodies, the railways suffer serious losses through the senseless attacks of vandals.

Irresponsible and loutish behaviour causes more than £40,000 worth of damage yearly to railway property, and keeps 18 artisans busy repairing suburban and country rolling stock. Such damage often causes the withdrawal of carriages from traffic and, to that extent, interferes with train services and yard operations.

Nearly every part of a carriage that can be damaged attracts the attentions of these destructive pests. Although its electric light globes can only be used in railway cars (they have a special voltage) 22,000 a year are stolen. On suburban cars, the yearly toll of cushions that are slashed, stolen or thrown from the cars exceeds 1,000. Replacing smashed windows and panes of glass are other costly items, particularly in country cars, in which about 1,500 panes are broken annually. The corresponding damage to suburban cars is 400 panes. Mischievous scribbling on varnished surfaces necessitates scraping the old surface and re-varnishing it. Stolen screws and fittings, cut deck light cords, and broken lavatory fittings, roller blinds, hand-straps and ventilating louvres are other items on the list of destruction.

Most of the trouble is almost certainly caused by youths and children of school age; it occurs mostly at week-ends.

To counter this destruction, the Department employs special patrols. A recent blitz by them detected nearly 70 cases of vandalism and other violations of the by-laws. All railwaymen, of course, are on the look-out for offenders. Members of the public are asked to help by the promptest

possible reports of instances to the nearest railway staff. It is in their own interest to do so, since the cost of vandalism, ultimately, is defrayed from their pockets.

The better balanced children, who, after all, are in the majority, could do much towards reducing the nuisance. They could decry the vandal for what he really is — a sneaking, anti-social destroyer of the community's property.



Commentary on our times.

AROUND THE SYSTEM



ELECTRIFICATION: More than 200 guests of the Commissioners, including the Premier and the Minister of Transport, travelled from Melbourne in the first electrically-hauled train to Traralgon on March 14. The special train is here seen on the down side of Darnum.



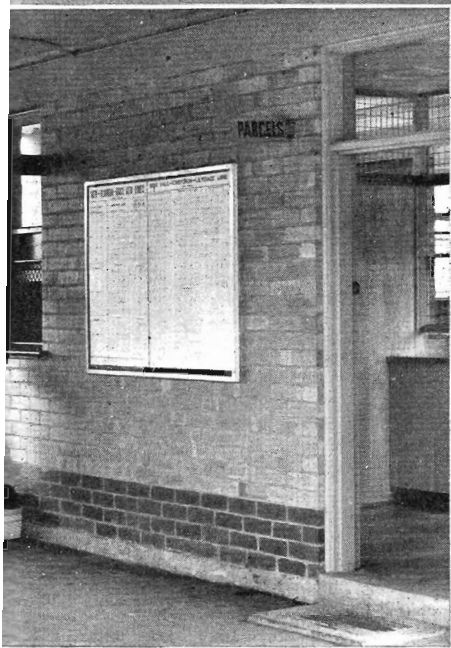
MAINTENANCE: The programme of track maintenance is being pressed forward. Track gangs are here seen ballasting near Kilmore East.



NEW STATIONS: form at Burwood



BULK BITUMEN: Eight special 70-ton capacity Adelaide freight train for the transport of this type of consignment. The train was hauled



new booking and parcels office on the up platform.



BOWLS CARNIVAL: The Railways Comptroller of Accounts (Mr. L. J. Williamson), himself a bowler, welcomes Perth-bound bowlers at Spencer-st.



Wagons were attached, recently, to the fast Melbourne-gallons of bulk bitumen. It was a record haul for by B60 (Harold W. Clapp).



NEW SUBURBAN TRAIN: Drivers newly instructed in the use of the controls and equipment of the new suburban train before it went into service, recently. They are more than pleased with the new train.



The new Burwood station building is of modern design and has been built to cater for the needs of an expanding district.

NEW STATIONS

THE rapid acceleration, since the war, of Melbourne's sprawl, plus track duplication and improved crossing facilities on some suburban lines have necessitated building some new stations and planning more.

NEW station buildings have been erected at Macleod, Burwood, Riversdale and Kooyong. At Oak Park, between Pascoe Vale and Glenroy, the "up" and "down" platforms have been completed, except for fencing which is in hand. The framing of the "up" side buildings is half completed. The new station will have timber framed and vertically boarded walls, with steel and timber roof and verandahs of "butterfly" type insulated with aluminium foil. A small building has also been erected on the new "down" platform at Willison.

The new station building at Macleod has a modern, low-pitched, corrugated asbestos-cement roof and a cantilever verandah. Manganese brick forms the base, and oatmeal coloured bricks have been used in the superstructure. A signal bay and bookstall are incorporated in the building. The barrier gates are of wrought iron.

Designed to cater fully for the needs of an expanding district, the new Burwood station has oatmeal coloured brick walls and a red brick base. A flat concrete aluminium foiled roof, and glass bricks in the upper part of the staff office to provide light at a high level, give the station a de-

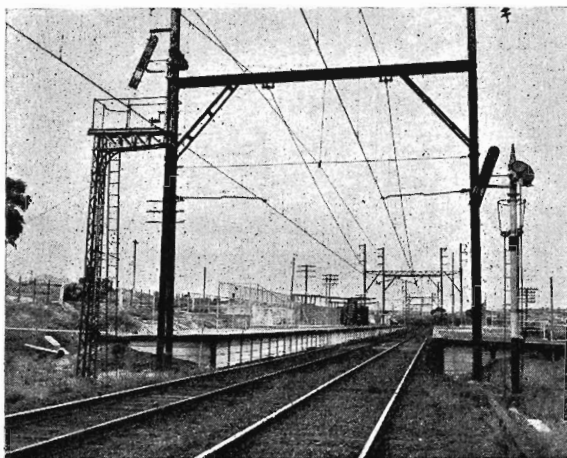
cidely new look. A construction feature is the reinforced concrete cantilever verandah. Burwood also has wrought iron gates. Riversdale station is a timber building, with a tiled roof. The lay-out is almost identical with that of Burwood. The new building is one of the works associated with the Camberwell-Ashburton track duplication. It was built of timber so that it could be more easily removed or dismantled in the event of grade separation at Riversdale-rd.



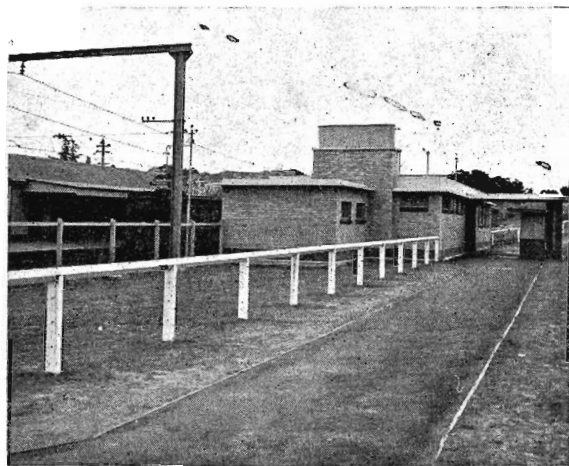
The lay-out of the new timber station building at Riversdale is almost identical with that of Burwood.



The small "down" side office and waiting shelter at Kooyong have been designed in contemporary style.



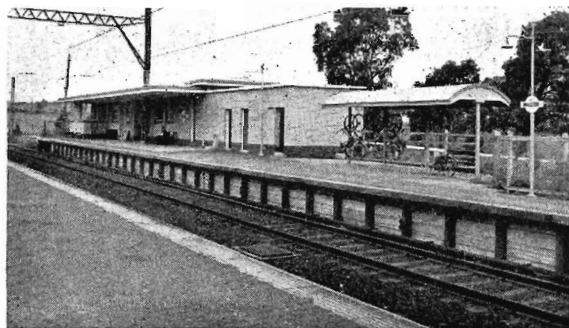
Except for fencing, both platforms at Oak Park are finished, and the framing of the "up" side buildings is half completed.



Approach to the new Burwood "up" platform.

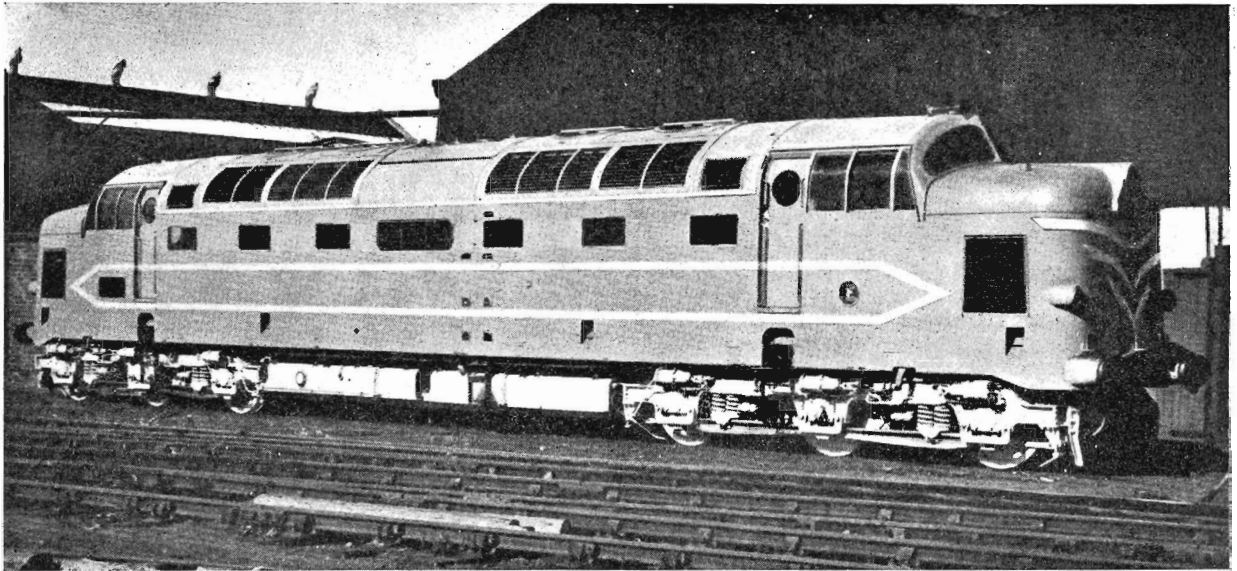
The small "down" station office and waiting shelter at Kooyong have been designed in simple contemporary style, with low pitched roofs and vertical boarding. The new buildings are painted a soft grey-green, relieved with cherry red and a warm yellow. Entrance lobbies have been opened out to handle expeditiously the crowds that come to Kooyong to see big tennis. The main building, in similar style, will be built on the "up" platform.

Riversdale station has been painted the standard light stone and brown, but pastel shades have in most cases been used in the colour scheme for the other new stations, and they are something of an experiment. Architects are waiting to see how the brighter colours will stand up to weather, brake-dust and all the other factors that, in time, tend to reduce brightness to drabness.



The new Macleod station building has a modern low-pitched roof.

LINES FROM OTHER LINES



The new English Electric Company's Deltic locomotive, the most powerful single-unit diesel-electric locomotive in the world. It weighs 106 tons and is powered by two 18-cylinder 2-stroke Napier engines, making an unusually low ratio between weight and horsepower. The two engines together develop 3,300 horsepower. The locomotive has been designed for a maximum service speed of 90 miles an hour, but it can be geared for higher speeds.

Diesel Test House

An important development in the extension of diesel traction on British Railways is the forthcoming construction by the London Midland Region of a diesel test house at Derby, which will be the only one of its kind in Europe. According to the information at present available, the new installation will be capable of fully testing all types of diesel-electric locomotives ranging from 350 h.p. upwards.

Diesels For British Railways

THE British Transport Commission has placed contracts for nearly £10 million with British manufacturers for 141 main-line diesel locomotives (130 diesel-electric and 11 diesel-hydraulic) and 30 power units for locomotives to be built in B.R. workshops. This is part of the new £1,200 million plan to modernize and re-equip British Railways. Over the whole period of the plan, some 2,500 main-line diesel locomotives are proposed to be built, but this is subject to variation. The contracts placed form the pilot scheme under which trials will be made before placing any further orders. The contracts cover three main designs: 800-1,000 h.p. for freight, 1,000-1,250 h.p. for mixed traffic, and 2,000 h.p. and over for heavy duties.

Eleven of the locomotives will embody Voith (German) hydraulic transmissions, now manufactured in Britain under licence. The use of the diesel-hydraulic principle under

British railway conditions will be studied with particular interest.

Although detailed specifications of all the new diesel locomotives under the pilot scheme have been prepared, their external form and liveries have yet to be settled. The Commission, in conjunction with the manufacturers, is paying special attention to aesthetic external design.

Gas Turbine Locomotive

THE experimental coal-burning gas turbine locomotive sponsored by the British Ministry of Fuel and Power, in association with British Railways and the North British Locomotive Co. Ltd. and C. A. Parsons and Co. Ltd., is reported to be likely to be ready for trials on the road by the middle of the year. It is hoped that it will be possible to make great use of low grade coal with this type of locomotive.

Railway Across Arabia

THE Government of Saudi Arabia is giving reality to a dream of the late King Ibn Saud for a railway across the kingdom linking the Persian Gulf with the Red Sea. Tenders are being called for the construction of a line from Riyadh, the capital, eastwards to Medina and Jeddah, a distance of about 700 miles. At present, the Saudi Government Railway operates about 350 miles of standard gauge line from Damman, on the Gulf, to Riyadh. This line, completed in 1951, started off with diesel traction. Another claim to distinction is that its schedules are almost certainly the fastest in Asia.

Travel Unit Coupons

THE German Federal Railway has a contract with an advertising and travel company which is authorized to issue travel unit coupons to manufacturers and trading companies, who, in turn, pack them with their products for the German market. Members of the public can buy saving cards on which they gum the travel unit coupons. When the card is full it is taken to any railway booking office and exchanged for a third class ticket for a specified distance or as part payment for a longer journey. The part played by the German Federal Railways in operating the scheme is confined to the selling of the savings cards and to the issuing of tickets in exchange for filled up savings cards. Subsequently, the railways claim from the advertising and travel company the fares for the railway tickets issued. The Netherlands Railways have a somewhat similar scheme, sponsored by retailers instead of manufacturers.

Rail Services In U.S.S.R.

FOR the first time since 1939, *Cook's Continental Time-table* (December issue) includes a section giving main railway timings in the U.S.S.R. It is limited to services of interest to tourists travelling in European Russia. The Trans-Siberian railway is not included as, until the pre-war connecting steamer service from Vladivostock to Japan is resumed, this route is considered by the official Soviet travel organization to be of no interest to foreign tourists.

Helping Hands

PROMPTNESS by railwaymen, both on the job and off, helped to minimize the effects of a recent mishap at Caulfield station when a girl fell between the train and the platform. Mr. P. J. Thresher, the stationmaster, faced with the problem of releasing the girl as quickly as possible, promptly acted on the suggestion of Repairer R. E. Hurst to call in the track gang which had just gone off duty. Mr. Hurst, with his fellow repairer, Mr. D. J. Cummings, and the ganger, Mr. R. B. Hughes, hurriedly returned and, with the dexterous use of wooden battens, were able to free the girl. Mr. Thresher also says that the promptness of Guard V. J. Sanders in applying the brakes saved a much more serious injury.

He Liked Us

TEMPORARY Porter Manu Khoda Patel had three years' service in the Colonial Secretariat, North Borneo, before he came here on a scholarship to get more public service experience of all kinds. Before he returned home, recently, he expressed his appreciation of the "wonderful fellowship" he found in the railways.

Kangaroos Challenge Train

ONE of Echuca's best known personalities is Goods Guard M. D. Maxwell, known to everybody in the Murray Valley as "Maxie". He joined the Department in 1925 as a lad porter at Kensington, and left the Melbourne Yard to go to Echuca as leading shunter in 1939. Few railwaymen know northern Victoria better than he does. He has made innumerable trips between Seymour and Deniliquin and Echuca and Balranald. He still thinks the Balranald run one of the most interesting. As the train penetrates into the heart of the Riverina it is not an uncommon sight, he says, to see kangaroos, emus and wild pigs near the railway line. Once, as the train neared Impimi (259½ miles from Melbourne), he saw kangaroos bound over the railway fence and try to race the engine, but the speed and stamina of the iron horse proved too much for them. Some were so exhausted that they crashed into the fence in trying to clear it again. He also remembers a wild bull at Niemur charging the shunters who had to dodge around trucks to elude its rushes until it was captured.

Goods Guard Maxwell is the immediate past president of Echuca's Workingman's Club and a committee man. He is a past president of the Echuca branch of the A.R.U. and has been acting president of the local branch of the A.L.P. A football enthusiast, he was secretary of the Echuca East club and delegate and selector.



Mr. Papagno

Migrant Assimilation

BORN in Egypt, of Italian parents, Mr. Albino Papagno, Claims Division Clerk (interstate section) had many adventures before coming to Australia a little more than three years ago. He was a civilian clerk with the British forces in the Canal Zone when the Egyptian riots flared up and feeling ran high against Europeans, whose families had to seek protection in an Army camp near Port Said. Mr. Papagno decided to come to Australia about two months before King Farouk was deposed.

In Victoria, Mr Papagno was first employed as an interpreter at the Bonegilla migration reception centre. Since he has been in the railways he has interested himself in the assimilation of Italian migrant families in the community and in improving relations between new and old Australians. As secretary of the Italian and Australian Association (Victoria) he feels that Italians and Australians are getting to know each other better and that prejudices are gradually disappearing. His Association organizes weekly dances, boxing contests, basketball and soccer. It has branches at Geelong and Shepparton.

The Association donated £250, the proceeds of a beauty competition, to the Royal Women's Hospital and has contributed to the upkeep of police boys clubs. Mr. Papagno was one of 12 Victorian delegates, recently, to the Australian Citizenship Convention at Canberra.

Young R.S.M. Sees World With Scouts

IN December 1947, a 17-year old lad, Robert Kingsley Whitehead, became a temporary porter at Mentone during the Christmas holidays. He liked the job and decided to join the service, which he did in April 1948. He has had rapid promotion. After working at Mentone as a lad porter, he was transferred to Dandenong. In 1952 he went to Rockbank as assistant stationmaster for 18 months, and the next year he was promoted and transferred to Chelsea. In November, last year, he made another step up the promotion ladder by becoming relieving stationmaster.

R.S.M. Whitehead has been in the boy scout movement for 12 years. He is now an assistant scout master for senior scouts. He went to the Pan-Pacific Jamboree in Sydney in 1952-53 and, as a member of the Australian contingent, attended the 8th World Jamboree at Niagara-on-the-Lake, Canada, in August, last year. He went across Canada in the *Dominion*, one of the new transcontinental express trains of Canadian Pacific Railways. After the Jamboree, the 35 Australian scouts went to Ottawa and on to Montreal for their ship to Liverpool. Six weeks were spent in England before the party went across the Continent to Naples where they boarded ship for Australia.



Mr. Maxwell



The hobby of Mrs. A. Skerry, Echuca Goods Shed clerk, is breeding Scotch collies. She has had many successes at shows.

Took Him At His Word

ABOUT five years ago, Skilled Labourer A. J. Fatt, of the Way and Works Branch, Ouyen, began breeding show poultry to oblige a friend who complained that he was winning prizes too easily because of lack of competition. He got more than he bargained for. Mr Fatt's birds won at the last two district shows. At the last Mildura show, Mr. Fatt's entries beat 400 birds to win ribbons and cups for both utility and standard breeds. The Royal Melbourne Agricultural Show poultry manager, who judged at Mildura, has encouraged Mr. Fatt to enter his birds for this year's Royal Show. He believes they will do very well. Since he began exhibiting about 3½ years ago, Mr Fatt has won more than 100 prizes, including 16 championship ribbons. Five of these were won last year. When her husband is out on the track, Mrs. Fatt feeds the birds and looks after the young ones coming along. Mr. Fatt's advice to poultry breeders: feed them well, keep their quarters clean, and keep on trying to improve standards.

Matrimonial Room 4

CUPID has worked overtime in the past four years in the passenger audit sub-division, known to Accountancy Branch staff as room 4. The matrimonial list is quite an imposing one. Frank O'Connor married Katherine Shiells and Betty Anson and Betty Gamel were wedded to Reg. Ratcliffe and Geoff Kent, respectively. Another room 4 man to join the queue to the altar was Patrick Thompson. He married Elsie Dwyer. Among the Easter marriages celebrated were those of Des Donohue and Jacqueline Dodd, whose spouses are not in the railway service. Later in the year Beverley Lee will marry former room 4 man, Walter Harrington. Others on room 4 staff who, in the past four years have married girls not in the service, are Fred McDonough, Ron Vondruska, Basil Theocharides and Michael Kassienedes.

Thanks

For Departmental co-operation in the running of a rail-car which took members of the Australian Railway Historical Society, recently, on a tour of the Mornington Peninsula. "The trip proved very popular and entirely successful."

—M. C. G. Schrader, hon. secretary, Victorian branch, Australian Railway Historical Society

For helpfulness by the Tourist Bureau. "Had it not been for the Bureau's service my companion and I would not have seen so much and I am sure it would have cost us far more. Everyone here is very impressed with a service so foreign to our own country. In Australia there was a surprise around every corner. I think Alice Springs will be most memorable for me." —Miss V. May Tuningley, British Columbia

Saw 16 Stawell Gifts

MR. A. PERRY, who retired as Shed Foreman at North Melbourne Depot, undoubtedly has trains in his blood; his grandfather was a stationmaster, an uncle an audit inspector, and three brothers were drivers. While at Stawell, as a driver, Mr. Perry saw 16 consecutive Gifts. He estimates that he drove over 94,000 miles on the fast interstate goods.

Rabbit Shooting At Jolimont

MR. GEORGE STEWART was 14 when he joined the railways as a lad car cleaner in 1905. Then there were no Jolimont Workshops, only two huts. Young Stewart and other youths roamed the rubbish heaps at night taking pot shots at rabbits with their pea rifles. Mr. Stewart transferred to the North Melbourne Workshops in 1908 as a lad labourer and, three years later, passed the examination for storeman. He was storeman-in-charge for 35 years, 16 of which he spent at the North Melbourne Loco. Storehouse. He was secretary of the Ballarat V.R.I. for about 10 years, a member of the executive of the Stores Division of the Australian Railways Union and storemen's representative on the Classification Committee for the last 10 years. Mr. Stewart, who retired recently, says that boys have a great chance of doing well in the railways today. He recalls that he started on 2/- a day, with 6d. increments up to the age of 20, and the working week was 48 hours.



Mr. Wilson's class room in China.

Chinese School For Trainee Enginemen

MR. R. WILSON, who relieves Rolling Stock Branch district officers, was very interested in the *News Letter* article on the conversion of the old *Murray* car as a school for trainee enginemen. After the last war he was with U.N.R.R.A. in China. The car illustrated above was one of the few salvaged after the Chinese scorched the whole of South China to stop the Japanese from reaching the Burma-rd. The car was used as a classroom to train the first 50 young Chinese lads as enginemen for the Hunan-Kwangsi-Kweichow railway. Mr. Wilson was given the services of an interpreter. He gave blackboard lectures in the flickering light of a soya bean oil lamp. Ultimately, Mr. Wilson had 500 students in schools at Liuchow, Ishan, Mawei and Chin Chien Chung.

Room 1 Veteran Retires

MR. KEN DONALD, officer-in-charge of Traffic Branch staff dealing with discipline and public complaints correspondence, spent most of his railway life—since 1910—in Room 55, or "Room 1", as it is best known at Head Office. Actually, he joined the service in 1906, and began checking collected tickets in the old Auditor of Receipts Branch. Subsequently, he transferred to the Transportation Branch, became a booking clerk, and relieved at many suburban stations. He well remembers working a continuous shift of nearly 40 hours during the

visit of the American fleet in 1908. So many thousands of people crowded the city for the torchlight procession after visiting the fleet at Williamstown, that it was 4 a.m. before the last trains left with homegoers.

Mr. Donald also recalls the time when Room 1 handled railway advertising and controlled the system's privately leased refreshment rooms. In World War One, he served with the A.I.F. in Belgium and France. He was on the troopship *Ballarat* when it was torpedoed. Mr. Donald competed in the early railway ambulance competitions and for many years was assistant chief and then chief marshal at State first aid contests.

Keen Sportsman

FROM his boyhood Ken Donald has been a cricket and football enthusiast. Since 1924, he has been a life member of the North Suburban Cricket Association, and was president from 1916 until 1946. He was also assistant secretary of the Victorian Football Association from 1910 until 1929. At his farewell, he was presented with a gold wrist watch and a wallet of notes.

Dealt In Millions

THE value of stock that Mr. Alfred Dempster, Storehouse Manager, at Spotswood General Storehouse had under his control totalled about £250,000, and the annual turnover was £750,000. There were more than 10,000 items in the store. He also had the responsibility of passing contractors' accounts to the value of £12 million a year. He had a clerical staff of 57 and 140 manual workers. Mr. Dempster, whose photograph appears on this page, joined the service as a junior clerk in the Spencer-st. Outwards Parcels Office.

Changing Railway Scene

MR. ROBERT DE COURSEY CANN, foreman electrician at the Overhead Depot, came from the State Coal Mines, Wonthaggi, to the Department as an electrical fitter in 1919. The following year, he was appointed foreman at the old Electrical Depot, Spencer-st., and worked on the change-over of metropolitan station lighting from kerosene and gas to electric power. He took part in the transfers of the Printing Branch from Head Office basement to Laurs-st., North Melbourne, and the Way

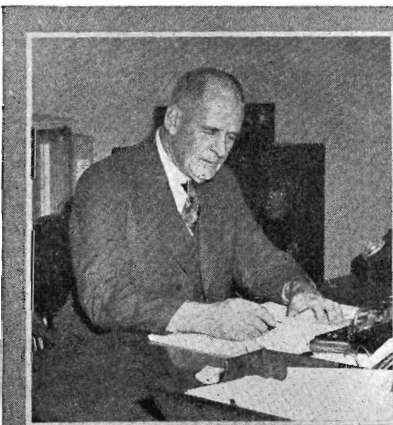


Mr. De Coursey Cann

and Works workshops from Spencer-st and Laurs-st. to Spotswood. He was also associated with the installation and maintenance of the rail butt-welder at Spotswood. During the last war Mr. De Coursey Cann worked on the oil storage depot at Newport, the Beaufort aircraft and munitions annexes at Newport Workshops, the installation of mobile targets at Puckapunyal and East Sale training camps and the erection of cranes at Wodonga for coal traffic from N.S.W. to Victoria.

His hobbies are photography and caravanning. Now that he has retired, he is planning a caravan trip around Australia.

THEY HAVE RETIRED



Mr. Alfred Dempster was Storehouse Manager at Spotswood Workshops since 1950. He had over 50 years' service in the Department. He joined as a junior clerk in the then Transportation Branch. See story above.



Mr. W. H. G. White knows a great deal about the damage caused by vandals to railway property. For 32 of his 50 years' service, he was an upholsterer at Jolimont Workshops, where he was kept busy repairing large numbers of slashed car seats.



Car Builder Joseph Johnston has had half a century of railway service. He joined as a lad labourer and became an apprentice in 1908. After serving his apprenticeship at Newport Workshops, he transferred to Bendigo and was there for 10 years.



The V.R.I. cricket team who played the Postal Institute representatives, recently. Back row (left to right) : S. Bolam (clerk, Head Office), J. Gleeson (clerk, Head Office), L. Fisher (clerk, Geelong), R. M. Kydd (V.R.I. Sports Secretary), W. Crowe (V.R.I. Councillor), J. Williamson (capt., driver, North Melbourne Loco. Depot), L. J. Evans (V.R.I. Cricket Association president), L. Russell (shunter, Melbourne Yard), S. Keown (porter, South Kensington). Front row : L. Balcombe (investigation officer, Spencer-st.), R. Sawyer (boiler-maker, North Melbourne Loco. Depot), K. Carmody (clerk, Caulfield), H. Casley (electric train driver, Jolimont), L. Edwards (suburban guard, Flinders-st.).

SPORTS

N.Z. Wins Bowls Title

VICTORIAN railwaymen returned from the inter-system bowls carnival at Perth a little disappointed with their failure to win the championship title and the Dennis Cup, but consoled to some extent by the Kiwi trophy that goes to the runners-up. All the Australian railway systems and New Zealand were represented at the carnival. Although our bowlers seek no excuses for their failure to win, it is generally admitted that Victoria had the worst of the draw. In the first match the Victorians, who had no opportunity, in advance, of getting the feel of the greens, were drawn against the home State. This in itself was a disadvantage from which the visitors were unable to recover. At one stage it appeared that the Victorians, with what seemed to be an unbeatable lead were in a most favourable position to open their account, but, after their long train journey and lack of practice under local conditions, they faded at the finish and were beaten by a combination too good for them on the day. The Victorian repre-

sentative, Mr. O. Hauser, of Ballarat, also did very well in the singles championship. He was downed by Mr. E. R. McKenzie, N.S.W. representative, but only after a very keen tussle.

Ballarat Cricket Champions

THE recent railway's country cricket week in Melbourne was notable for the good all-round performance by Ballarat's captain, E. Stephens. In the match against Geelong, Stephens, who plays in the A grade competition at Ballarat, took seven wickets for 40 runs (including the hat trick). He also scored a sound 41 in the same game, and throughout the carnival showed brilliance in the field. His game so impressed keen judges of cricket that he was invited to nominate for selection in the next interstate team to represent Victoria at the Sydney carnival.

Six teams, representing Ballarat, Bendigo, Geelong, Warragul, Benalla and Seymour, took part in country week. Ballarat won the championship and the "D.S.J." shield after one of the keenest contests seen for many years in the competition. The teams were so evenly matched that the composition of the final four was in doubt up to the last few minutes of the preliminary rounds.

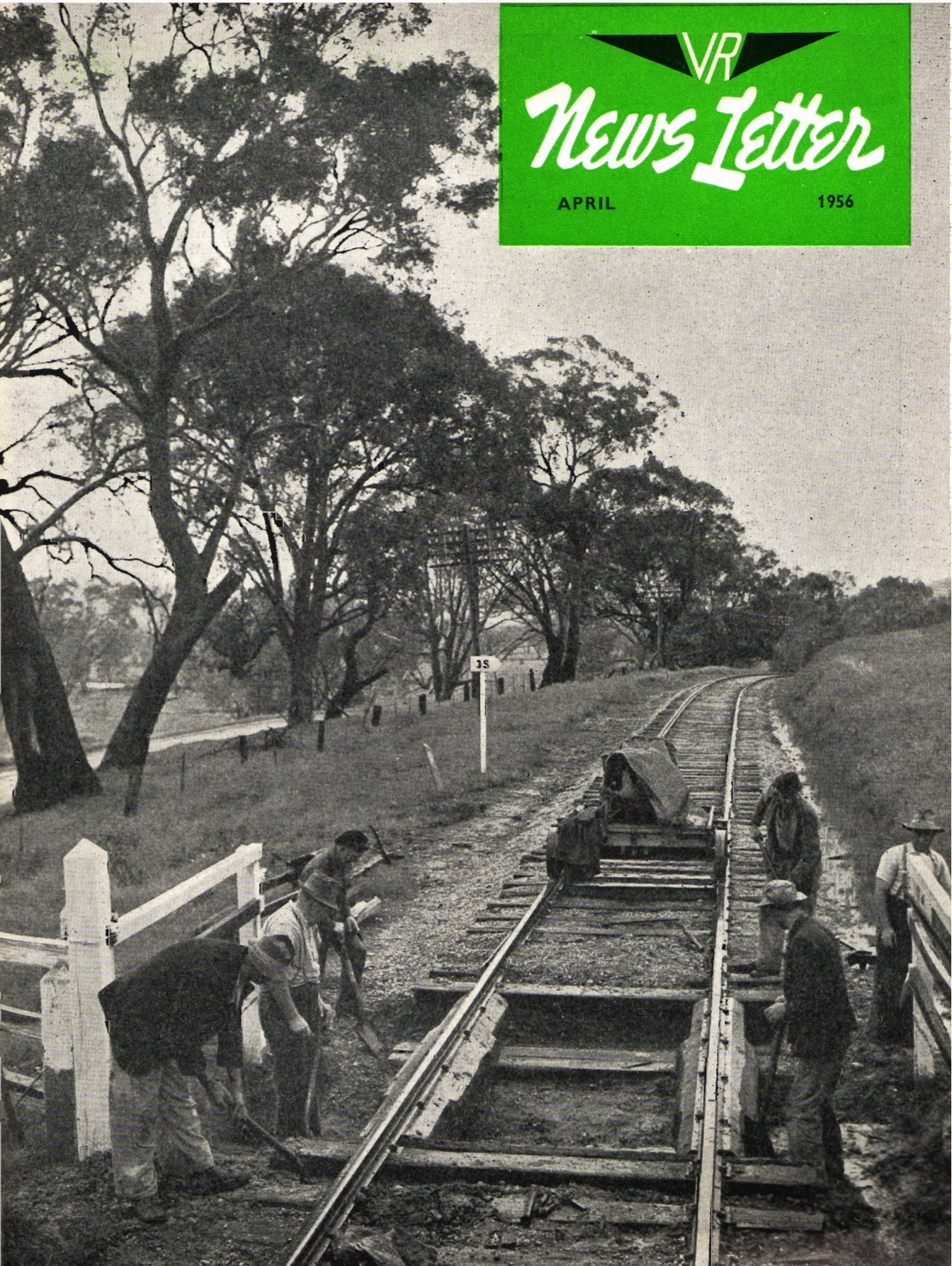
Tennis Carnival

THE 19th Australian Railway Institutes' interstate tennis carnival was the first to be held in Tasmania. The Blanch Cup for the teams championship was won by N.S.W., and the McAndrew Cup for the doubles event went to the Lord brothers of N.S.W. Victoria held the lead in the doubles competition until the second last day, when Queensland won a closely contested match. N.S.W. won the cup by defeating Victoria on the last day. Ron. Carmichael had a good win over Queensland's second string, and he also put up a great battle against Merv. Lord of N.S.W.—9-7, 6-3. Lord, who plays pennant tennis for Fitzroy, travels from Albury on Saturdays. Seventeen year-old clerk, Barry Cheatley, showed very promising form in the carnival matches. He was introduced to railway tennis by Reg Mayberry, of Ballarat, who has been a member of interstate teams. Victoria's State singles and doubles champion, Teo Sedmak, a Jugoslav, who is on the Printing Work's staff, was not available for selection. The carnival was well organized by the Tasmanian Association, and the entertainment arranged for the visitors was first class.

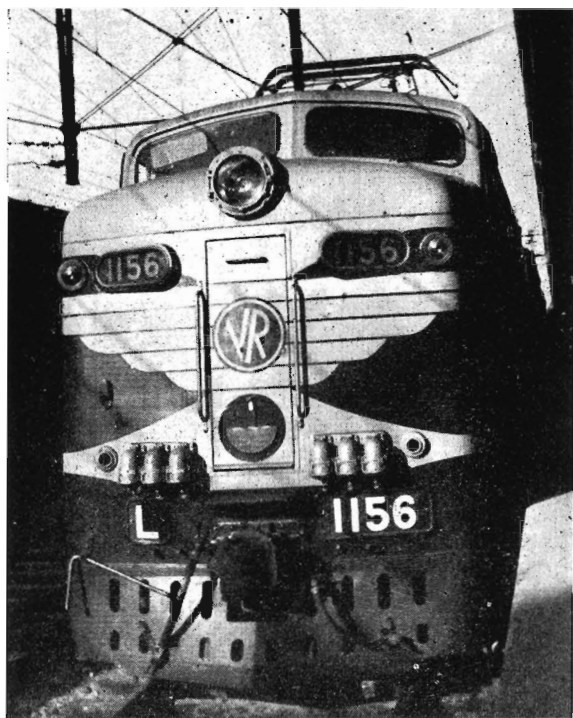
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1956



THE MONTH'S REVIEW



Illuminated number plates have now been fitted to L class locomotives. Photo: S. C. Whalley

New Motive Power Impresses

THE mounting mileage figures of the 26 diesel-electric mainliners continue to demonstrate their high availability and efficiency of operation. The diesel-electric locomotives now operate about 60 per cent and 30 per cent of country passenger and goods services, respectively, and the estimated saving in running costs is well over £1 million a year. When *News Letter* went to press, the combined mileage of the fleet was nearing the 11 million mark, and four of the locomotives had registered more than 650,000 miles.

Since the Gippsland line was electrified as far as Warragul, the L class electric locomotives are beginning to build up impressive mileages, and with the extension of electrification to Traralgon last month, the L's will be coming more and more into the picture. The total mileage of the fleet, at the beginning of this month, was about 1½ million.

The T class diesel-electrics are also proving their worth. Apart from essential, but unspectacular, pilot work in the metropolitan area, they are being used on passenger services between Traralgon and Bairnsdale, the Daylesford Sunday excursion and other special trains. They also haul the fast goods between Melbourne and Albury and other goods trains.

Seeing the Light

ALL the arts of propaganda notwithstanding, it has been extremely difficult to convince farmers and graziers that it is in their best interests to get in as much fertilizer as possible before Christmas. It has been emphasized, time and again, that, after Christmas, the big annual wheat movement and a bigger demand for trucks for general freight business makes it a tough job for the Department to deliver delayed orders of superphosphate. At last, however, there is evidence that the seeds of wisdom sown by the Department have produced a good crop of

early orders. In the last financial year the movement of fertilizer reached the record total of 569,235 tons, and it would appear from the progressive increases in tonnages that a new record will be established by the end of this financial year. At the end of December last, the Department carried 29,491 more tons of superphosphate than for the corresponding six months of the previous year, and orders are continuing to come in freely. When *News Letter* went to press, 363,819 tons of fertilizer had been loaded in 8½ months, compared with 318,703 tons for the corresponding period of the last financial year.

Resurgent Portland

THE first consignment of barley, 2½ thousand tons, to be shipped from Portland harbour was taken to Japan, recently, in the *Yukikawa Maru*. Bagged wheat from the Wimmera was dispatched by ship from Portland many years ago, but lack of storage has prevented the port from becoming the main outlet for Western District produce. To enable the barley for Japan to be shipped, the wool appraisal shed in the dock area was used to store 33,000 bags. In addition, 4,500 bags were railed from Dimboola to the ship's berth.

The Portland Harbour trust is now engaged on extensive works to provide sheltered, deep water berths for the biggest ships. When the new port is completed, Portland will assume its place as the maritime gateway to western Victoria. Through it will flow a good deal of the produce now exported through Geelong.

Kindliness

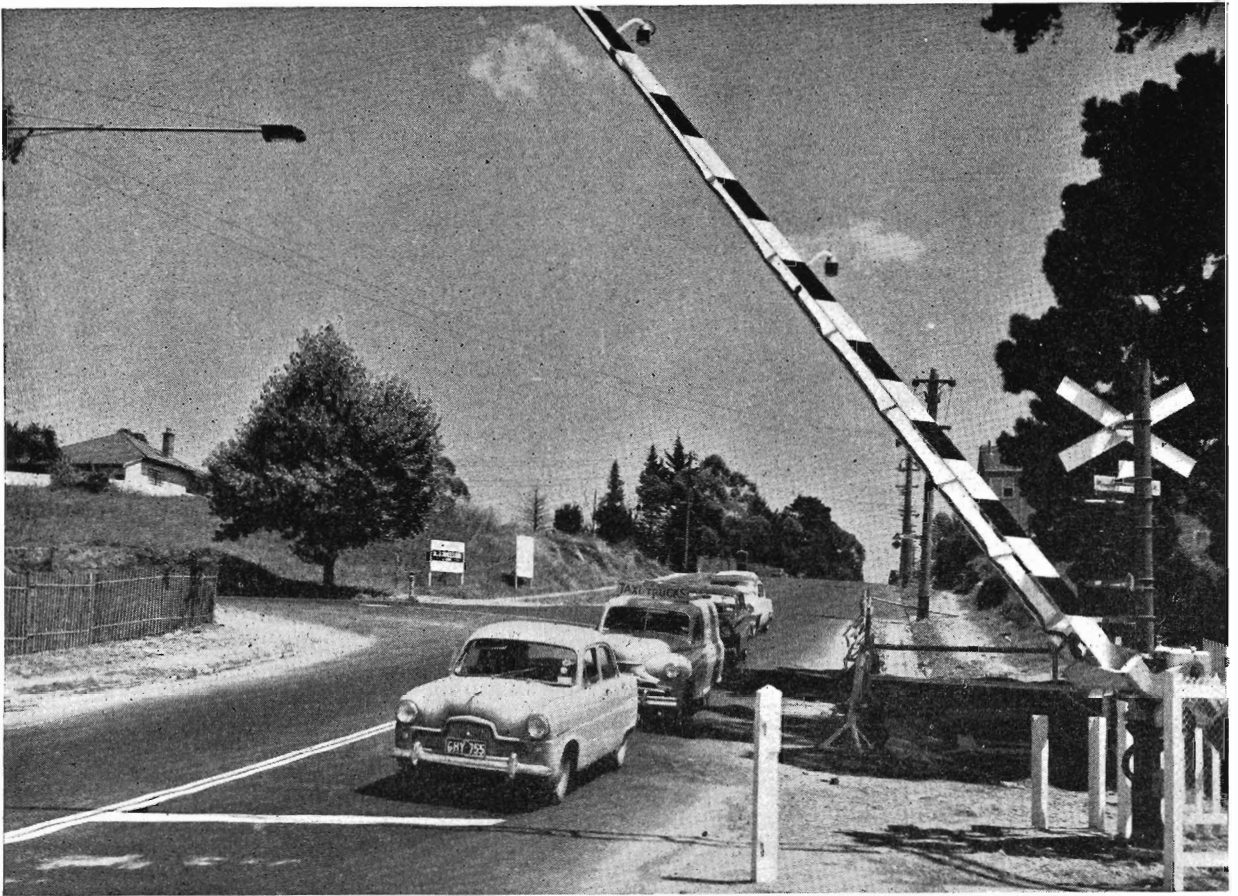
MRS. FISHER, of Sydney, staying at Benalla with relatives, set out to meet her eleven-year-old son at Melbourne, fresh from the scout jamboree. The meeting really was timed for 8.30 a.m. at Flinders-st. station, but by mischance she took it to be 8.30 p.m. Quite naturally, no boy appeared. Distressed, Mrs. Fisher sought out the stationmaster. Was he not the guide, philosopher and friend of all mothers with such problems? Of course: and her faith was not shaken. He had picked up the forlorn lad. His staff had entertained him for some hours, made contact with the relatives at Benalla and, between them all, had decided to dispatch him there by the 4.15. They gave him breakfast and lunch, showed him all sorts of switches and gear, "dear to the heart of any boy" (as his mother said later), bought him a comic and packed him and a considerable amount of luggage into the afternoon train. And that, wrote Mrs. Fisher, was the work of "very kind and humanely efficient men." So it was.

Jamboree Success

INCIDENTALLY, the jamboree that basically provoked the foregoing incident was a huge success, despite non-stop rain and mud of pudding consistency. And the Railways, as usual, did their part, unobtrusively but efficiently. In letters to the Minister of Transport and the Commissioners, the Jamboree Camp Chief sincerely thanked the Department for the help it gave. Conversely, the scouts made their contribution to rail revenue. Nearly 9,000 of them came by rail to the jamboree, 7,000 in special trains from other States. On the suburban system, they made 21,608 bookings for day return trips which amounted to £2,248 in revenue.

OUR FRONT COVER

shows track and bridge gangs repairing a cattle pit at Homewood, between Kerrisdale and Yea, on the Mansfield branch line.



The boom is descending and the lights are flashing before the arrival of a train.

BOOM BARRIERS

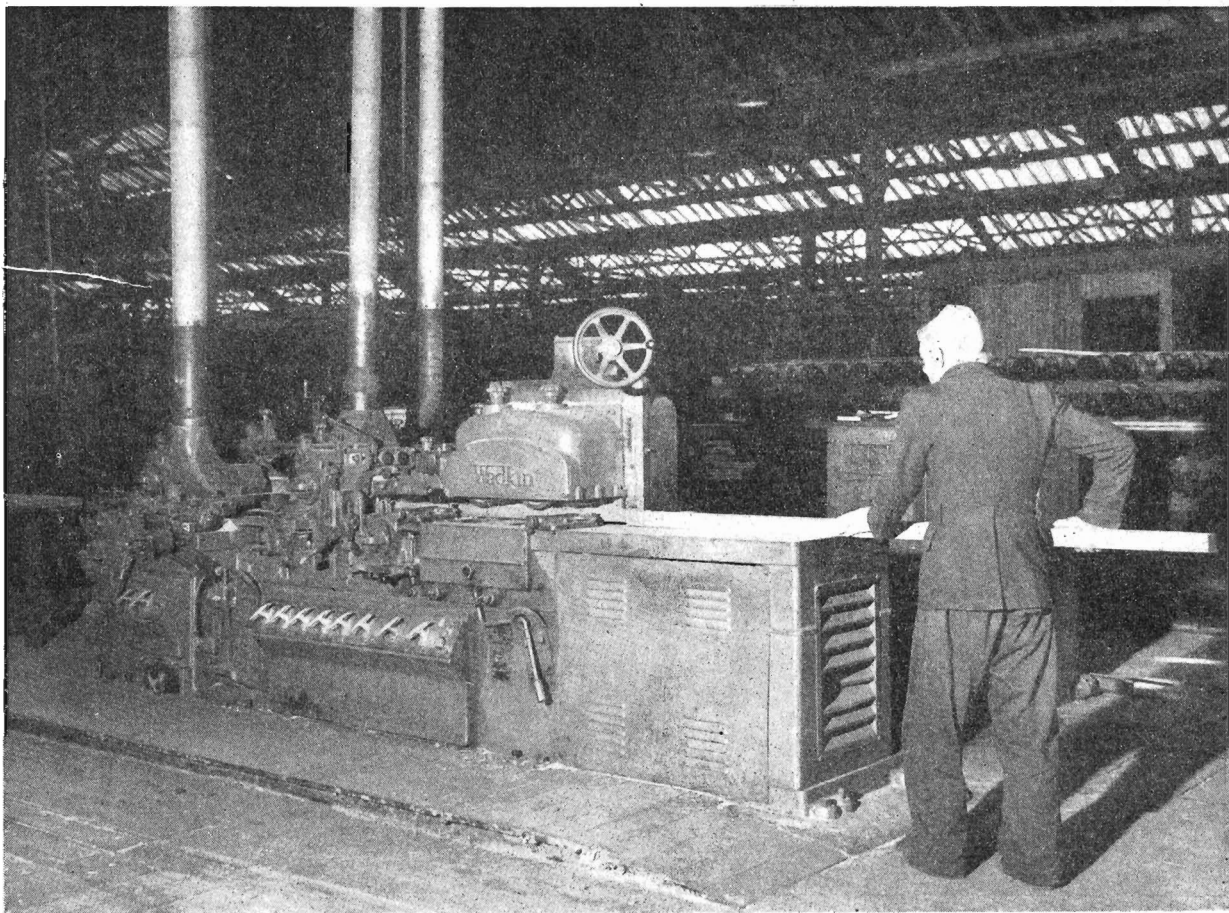
ALTHOUGH it is too early at this stage to assess their full value, enough has been seen of the automatic booms, which have replaced the manually operated gates at the Toorak-rd., Toorong, level crossing, to suggest that they will fulfil all expectations, there and elsewhere.

BOTH immediately before and after the barriers began working, drivers of road vehicles who were halted by them were handed an illustrated folder at the crossing. Published by the Railways Commissioners, in conjunction with the National Safety Council of Australia, it gave a clear and detailed explanation of how the booms worked, under the heading, "don't gamble with lives." Railway publicity on the boom barriers was also channelled through the National Safety Council, the Education Department and the metropolitan press and radio.

For the first few days of the new booms, the Police Department sent a "courtesy" car to the Toorak-rd. crossing with a watching brief and to explain over its loud-speaker how the booms work, as well as the road traffic regulations governing vehicles at crossings so equipped.



A train passing over the crossing.



A Wadkin four-sided six-head wood moulding machine which, among other things, can mould large sections of timber up to 8 in. by 4 in.

NEW MACHINES AID PRODUCTION

OPERATION Phoenix has not only modernized rolling stock, but it has also enabled the Department to purchase large quantities of new machine tools and equipment to improve greatly the production potential of Rolling Stock Branch metropolitan and country workshops.

THE programme, which was divided into three parts, included the replacement of obsolete tools with modern equipment; provision of specialized plant to cope with changing types of rolling stock and of operating conditions; and the purchase of high production hand-tools, handling appliances and transport to increase the efficiency of the individual worker.

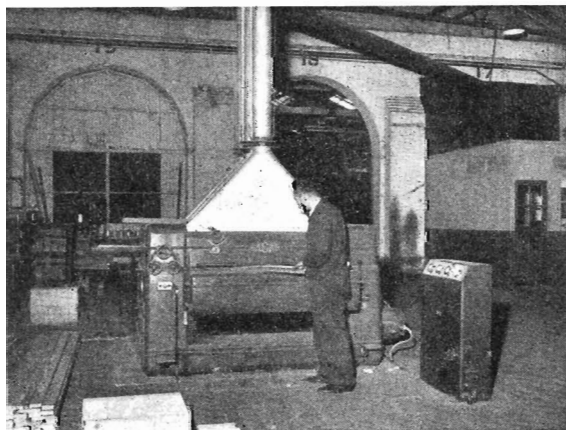
A great deal of the equipment ordered has been delivered and is re-acting favourably on output generally.

Machine shop equipment already in operation includes a supersonic crack detector for axles, 14 centre lathes of up to 57 in. swing, six combination turret lathes, three six ft. radial drilling machines, 11 two in. vertical drills, a horizontal borer, and a journal grinding machine. Centreless grinding plant, shaping and precision slotting machines, and a heavy tool and cutter grinder have also been installed.

Equipment on order for the various machine sections includes three car and waggon wheel lathes, two wheel

journal lathes, a heavy duty profiling lathe for the machining of car and waggon axles from the forging, electrical induction tyre heater, 36 in. vertical borer and a heavy duty turret lathe.

The new Rolling Stock Branch plant has been distributed between Newport, Jolimont, North Melbourne, Bendigo and Ballarat workshops. It is increasing both quality and quantity of output, and helping to overcome difficulties associated with manpower shortage.



The Sagar triple drum sanding machine.

Apart from the new machine shop plant, much has been done towards modernizing other sections of workshops' activities. As examples, industrial gas reticulation systems have been installed, 60 more electric welding sets have been acquired, the inert gas welding technique has been introduced, new gas cutting machinery has been bought, and a number of new and specialized welding and cutting tools have also extended welding practice and steel fabrication work.

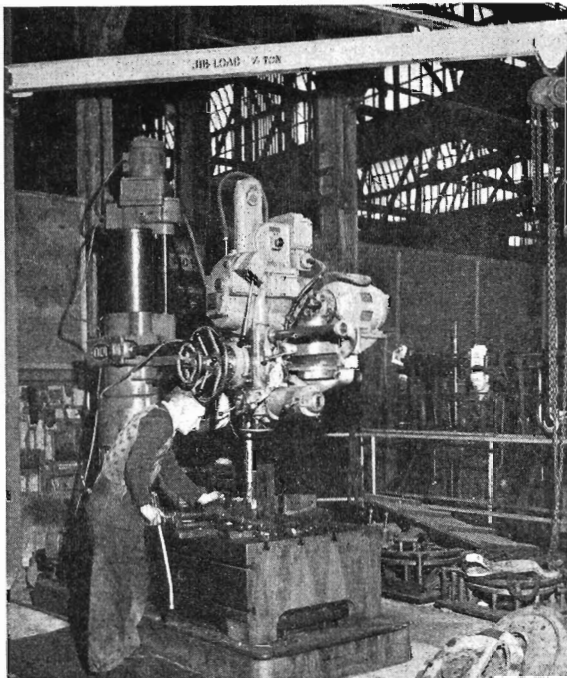
As the big programme of replacement and modernization gathers strength, the workshops, especially Newport, are acquiring a decidedly new look. Long range improvements to the foundry have been planned. The first major step was to begin the installation of a new iron melting plant, comprising two 42 in. cupolas, with automatic loading and air control. The iron melting equipment is not yet complete, but the two cupolas have been in operation for some time. A self-contained materials handling area, with overhead crane, storage bins and weighing trolleys, was also provided. This modern equipment will ensure an adequate supply of metal.

The next stage, now being planned, provides for the mechanization of both the sand treatment section and the brake block moulding division.

To maintain adequate melting facilities in the non-ferrous section of the foundry, a new rotary type oil-fired furnace of 25 cwt. capacity has been installed and additional moulding machines, coreblowers and sandmills have been delivered.

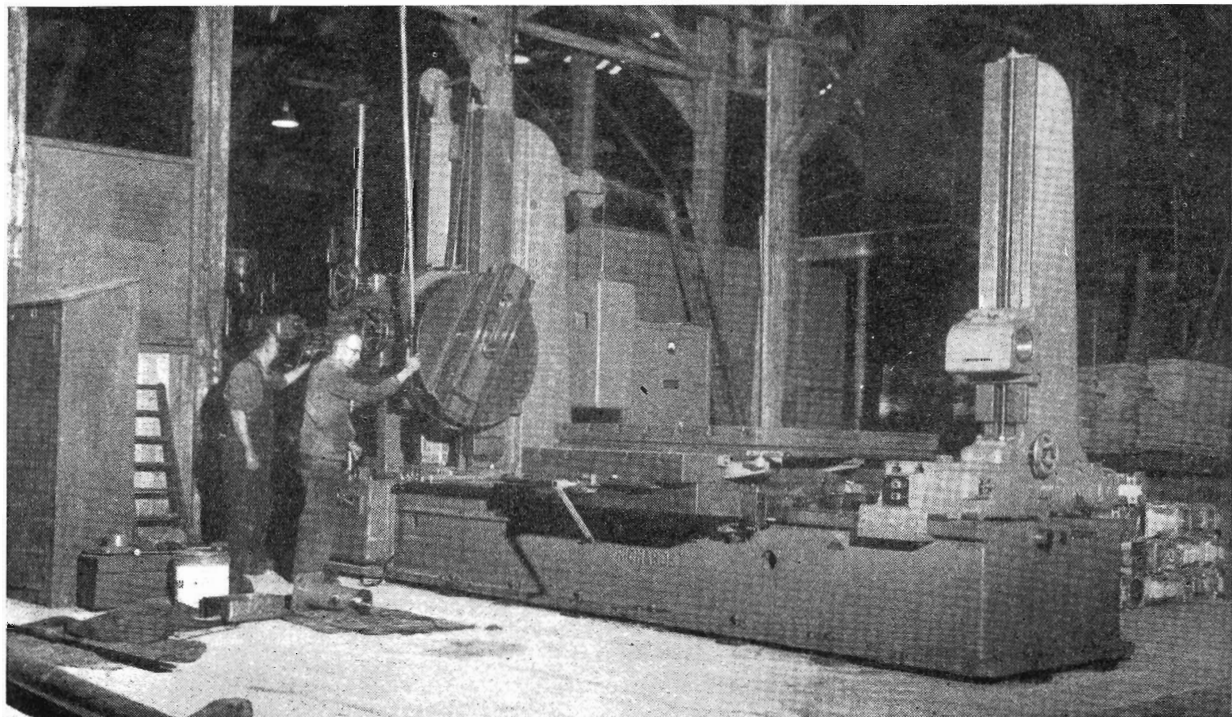
New equipment at Newport for the wood-working section includes a 48 in. triple drum-sander, a six head 12 x 5 in. moulder, a hollow chisel mortiser, buzzers and saws.

A 250 ton horizontal armature press for traction motor work has been designed and built at Newport, and a new roller bearing shop, designed to handle the increasing numbers of car and locomotive wheel sets with anti-friction bearings, has been completed. Another important installation is the new steam raising plant. It comprises two 10,000 lb. per hour boilers (brown coal-fired from overhead hoppers) and embodies the latest developments in this type of plant. Heavy material storage areas, served by overhead cranes, have also been completed, and elevators and conveyors have been introduced, where necessary.

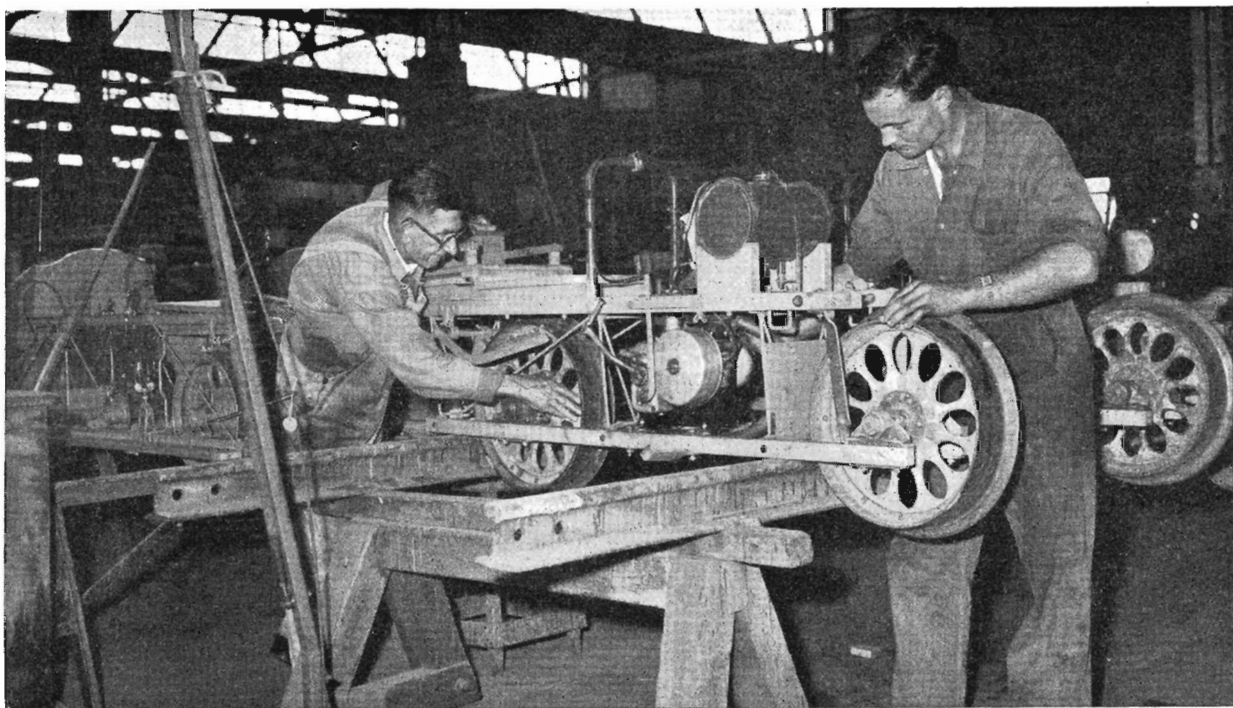


The Asquith radial drilling machine.

Further afield, there have been improvements at Bendigo and Ballarat Workshops. A completely equipped copper-smiths' shop has been established at Bendigo and both workshops have new wood machining sections and increased furnace capacity to enable more spring making and forging work to be done.



Assembling a Richards horizontal boring, facing, milling, drilling, and tapping machine.



Fitters at Spotswood Workshops check over a motorized tricycle prior to final painting.

MOTIVE POWER IN MINIATURE

SCATTERED throughout the State, the Department's mosquito fleet of about 1,000 vehicles includes gang motors, inspection motors and motorized tricycles powered by petrol engines ranging from 1½ to 6 horsepower. These vehicles are made at Spotswood Workshops.

THERE are six main types of vehicles in service, each designed for a specific purpose. There are two groups of gang motors: the K, with a 6 h.p. 2-stroke engine, for track, bridge, and signal gangs, and its smaller brother, the KS, of 4 h.p., mostly used by the track force. A similar vehicle, the NKS, is used on narrow gauge lines.

There are also two groups of inspection motors: one (the B) powered by a 3½ h.p. 4-stroke engine, and the other, with a Villiers 2-stroke engine, gear box and kick starter. Various models of the Villiers engine, from 1½ to 1¾ h.p., are in use. These motors are more suitable for inspection work because of the easy method of starting. Inspection motors are used by works and road foremen, gangers, electrical fitters and linesmen on patrol work.

Motorized one-man tricycles, with Villiers engines, are superseding the old hand-operated tricycles. A programme for building 90 of these is under way at Spotswood Workshops.

Lastly, there is the Sheffield motor, with a heavier 2-cylinder engine, which was in regular use several years ago for the carriage of mails in out-of-the-way places. Some of them now tow weed poisoning plants.

All these vehicles are built at Spotswood Workshops to designs prepared by the Engineer of Machinery and Water Supply. Newport Workshops supply many of the castings.

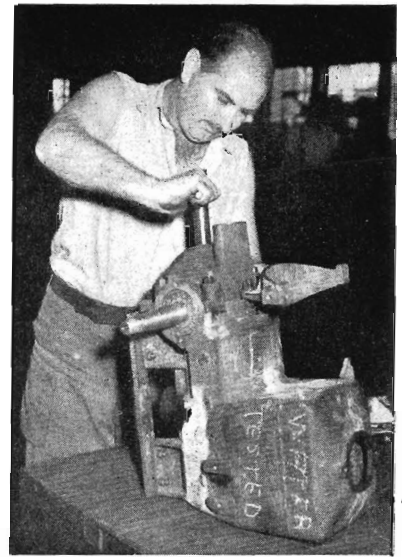
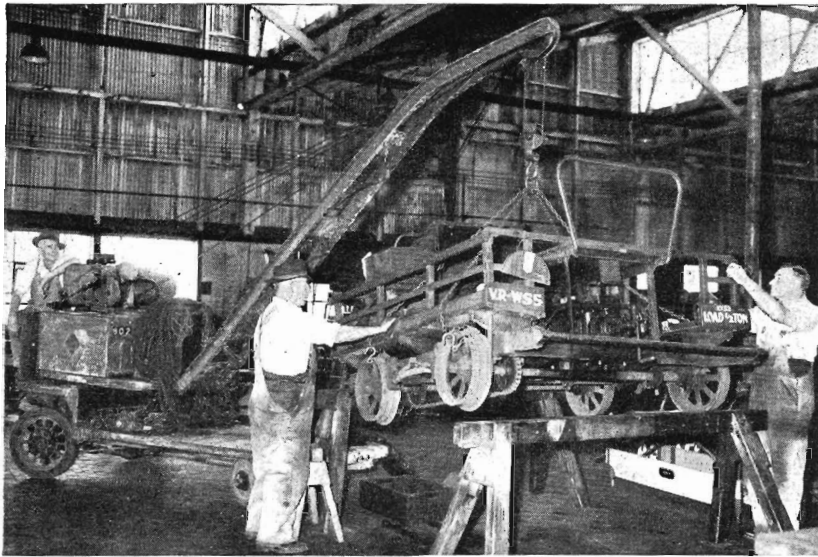
With the exception of the Villiers engines, the magnetos and some of the carburettors, the complete vehicles and their engines are made in the 'shops. Petrol engines have been built there ever since Spotswood Workshops opened

in 1927. Each particular section of the 'shops plays its part. The blacksmiths' shop handles the forgings, the structural shop manufactures any steel framework, the sheet metal shop makes petrol tanks and guards, the turnery machines various parts, the woodmill and joinery shop makes the wooden framework, and the painters add the finishing touches. Mainspring of the work is, however, the mechanical shop where the actual building takes place. Here the engines are assembled, given a dynamometer test, and fitted to the vehicles. The vehicles are then tested on the ¼-mile test track at the 'shops to check the working of the engines and the wheel alignment.

The mechanical shop also carries out repairs and maintenance. Engines are stripped and rebuilt and the vehicles, generally, put into shipshape order again. In some cases engines in need of repair are removed by the district fitters and returned to the 'shops. A reconditioned engine is sent to the fitter for replacement in the vehicle. The faulty engine, in turn, is repaired or rebuilt, and later used for replacement.

To carry on the work, hundreds of spare parts of all sorts and sizes (mostly made at the 'shops) are kept in stock at the workshops store. For example, there are up to six oversizes of pistons for most types of engines. This section of the store looks like one of the big city motor spares warehouses.

The staff in the mechanical shop has an enviable record of nearly 30 years of building gang cars which have given years of service to track men and others all over the State.

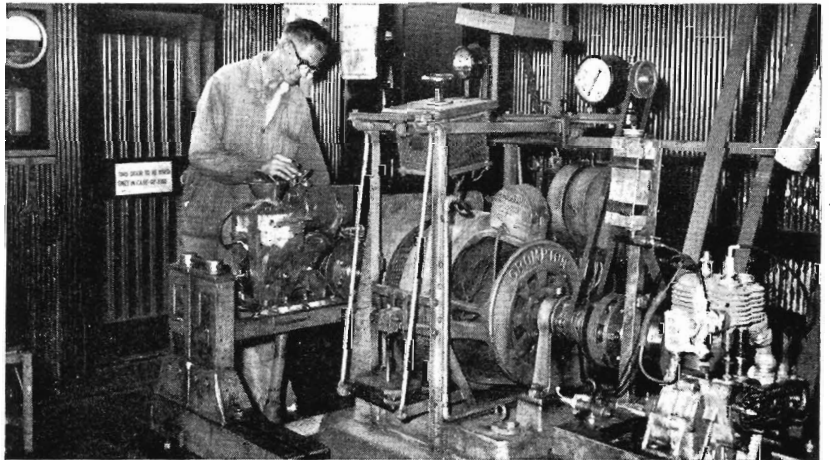


IN THE SHOPS :

(above) One of the Sheffield motors used for towing weed poisoning plants comes into the 'shops' for overhaul. These vehicles have a friction disc and chain drive.

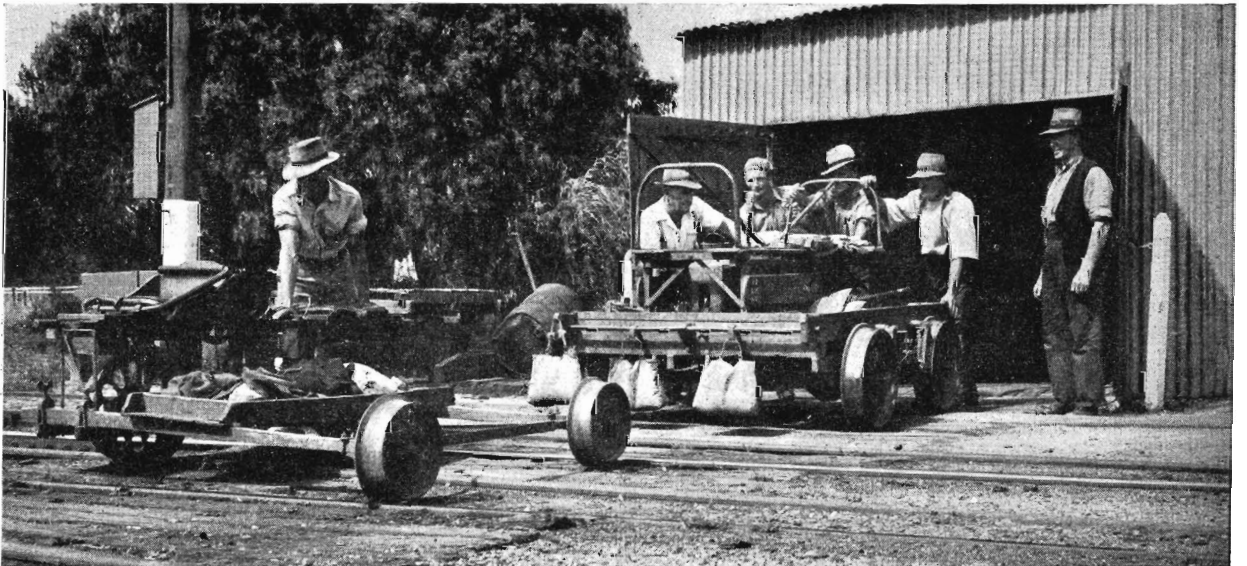
(top right) Fitter assembles a KS gang motor engine. After assembly, the engine will be given a dynamometer test.

(right) A KS engine and an inspection motor engine undergo the dynamometer test prior to being fitted to vehicles.

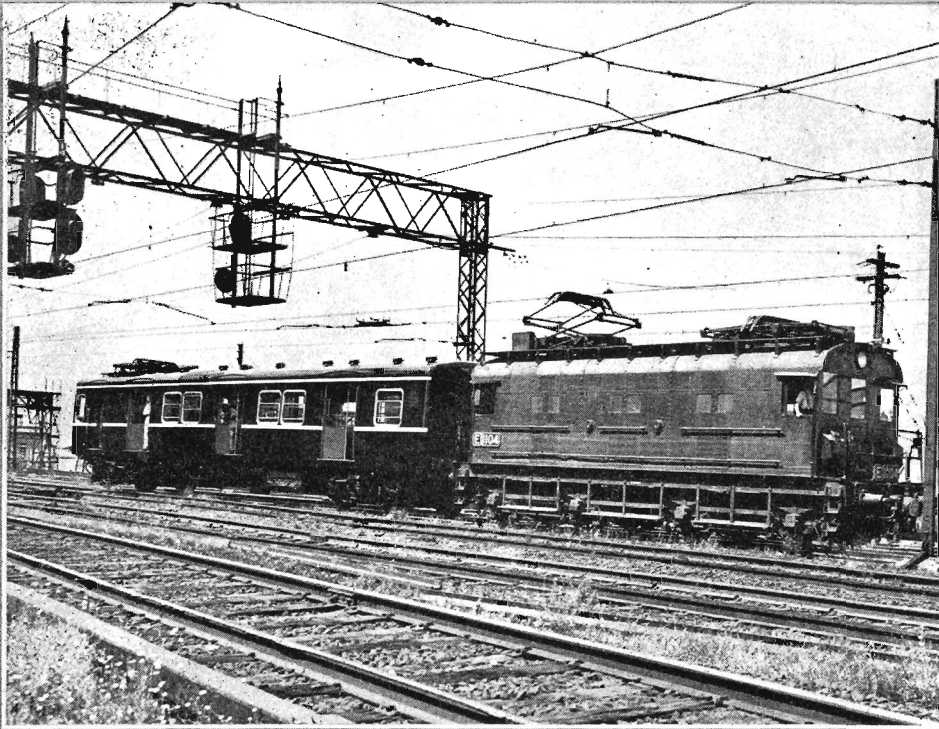


ON THE TRACK :

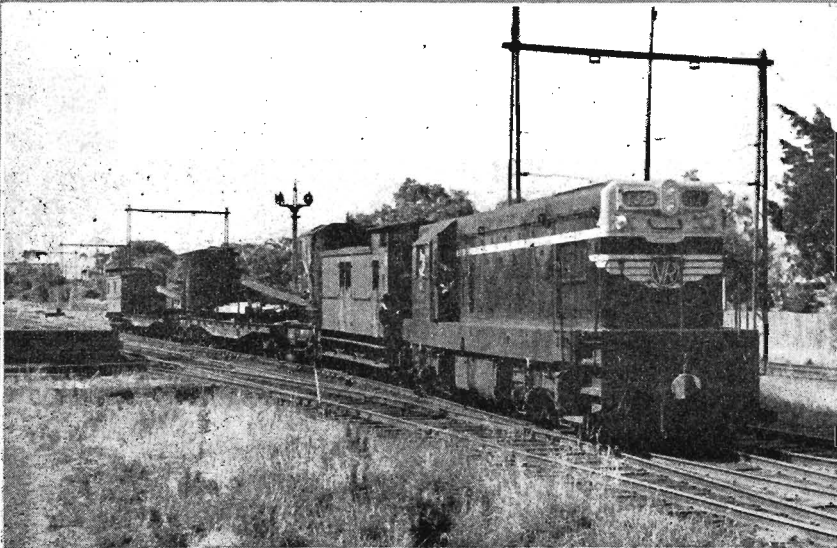
(Below) A country track gang wheels out its motorized vehicles in readiness for the day's work.



AROUND THE SYSTEM

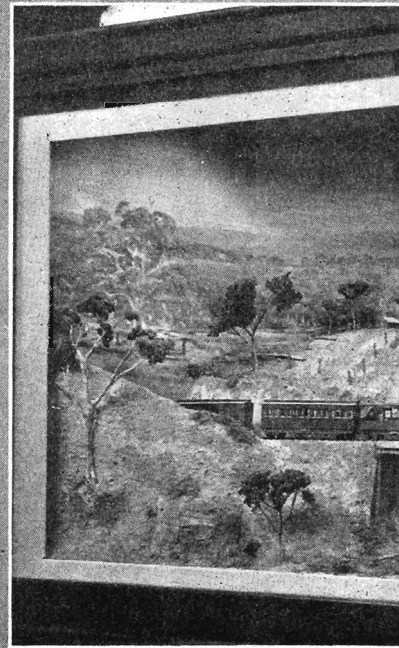
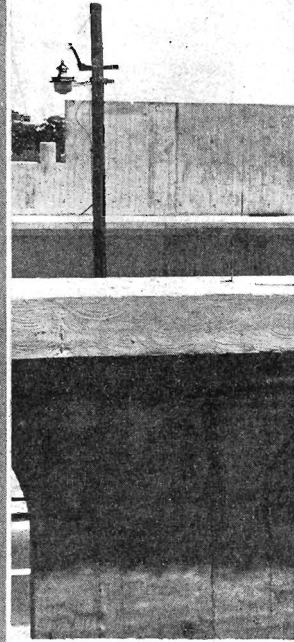


NEW SUBURBAN TRAINS: An E class electric locomotive hauling M501, the first of the new suburban motor coaches, to the Flemington line for training of drivers in the new type of electrical equipment and controls.

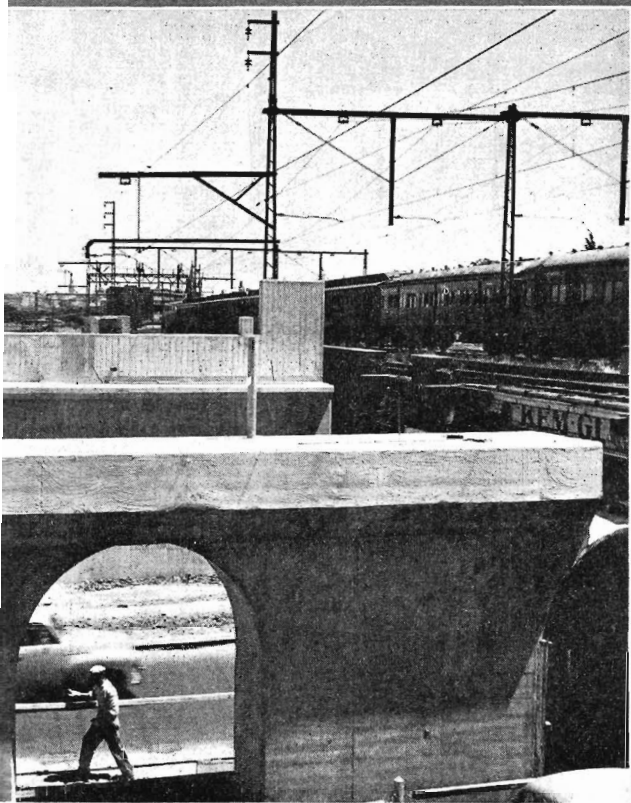


PLANT TRAIN: The T class diesel-electrics do a variety of jobs. This one is doing shunting work in the Arden-st., North Melbourne, yard.

Photo: A. Lyell.



CAVALCADE OF POWER: Models evolution of locomotive design since An NA class is seen hauling a "puffin"

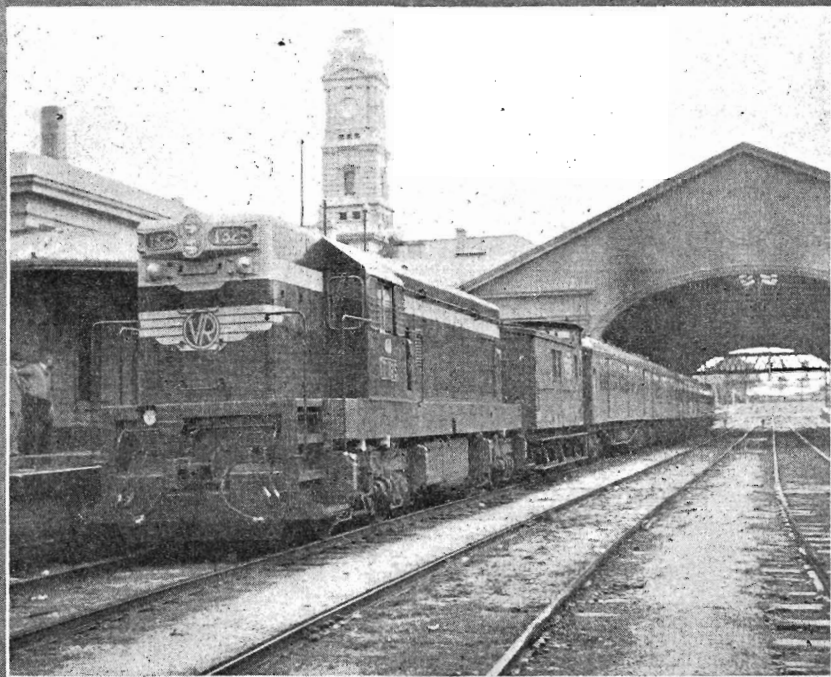


FIRST TRAIN: (above) A plaque to commemorate the running of Australia's first train, to Sandridge, has been erected at No. 1 platform, Flinders-st.

RICHMOND WORKS: (left) The new "up" central pier for a section of the new bridge to carry Sandringham and Caulfield tracks over Punt-rd.



Museum of Applied Science trace the ways of *The Rocket* and up to modern times. "y" train in the hills.



EXCURSIONS: Hauled by a T class diesel-electric locomotive, the first Sunday excursion train to Queenscliff, since 1954, about to leave Ballarat. Photo: W. Jack.

BOOKS

OF all the cultural facilities provided by the Victorian Railways Institute, the lending library rates among the highest in popularity. The 43,000 books in the library, 12,100 of which are housed at 21 country centres, cater for all readers' tastes. Actually, the range extends from "whodunits" to technical subjects and the classics.

IN the last financial year, 70,500 books were also sent to members at their stations, depots, and so on. The number of exchanges in city and country (there were 312,511 in the last financial year) indicates that railwaymen and women, generally, are booklovers and seekers of general knowledge. The annual subscription to the Institute, which entitles every member to two books from the library (and up to three extra volumes for an extra 4d. each), provides reading matter for whole families at a very cheap rate. Among the keenest readers are New Australians, who use the library to improve their own and their families' English.

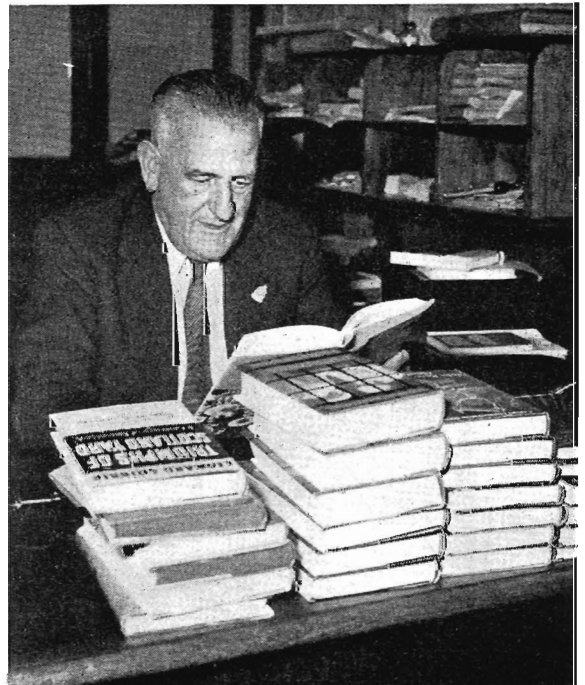
It is claimed for the V.R.I. library that its books compare more than favourably with those procurable elsewhere, and, to maintain this high standard, books are never retained after they are four years' old. Those that have become dilapidated are then scrapped, but others that still retain reader interest are replaced by later editions. Old books for which there is no longer any demand are destroyed to give way to the latest from the publishing houses. The stock of books is augmented from year to year. For instance, in the last financial year 7,809 books were bought at a cost of £2,764.

The latest development in the library is the appointment of a committee to assist the Council in selecting books for the technical section. It comprises Messrs. H. Chapman (mechanical engineering), K. Warnock (civil engineering), L. Flower (electrical engineering), F. Morrison (Signal and Telegraph Division), C. Mulcahy (accountancy) and E. Evans (architecture). Eighty-one new technical books recommended by the committee have already been bought and, by the end of the financial year, it is expected that more than £150 will have been spent on the modernization of the section.

Further improvements to the library service may be expected in the future following the recent visit overseas of the Librarian, Mr. N. D. Wilson, C.B.E. He investigated the latest trends in library equipment and practice, and made arrangements for an even better supply of new books from London publishing houses.



Selecting a book.



The Librarian inspecting new books.

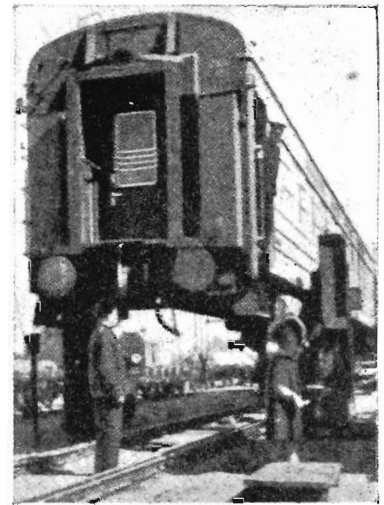


Checking out a book.

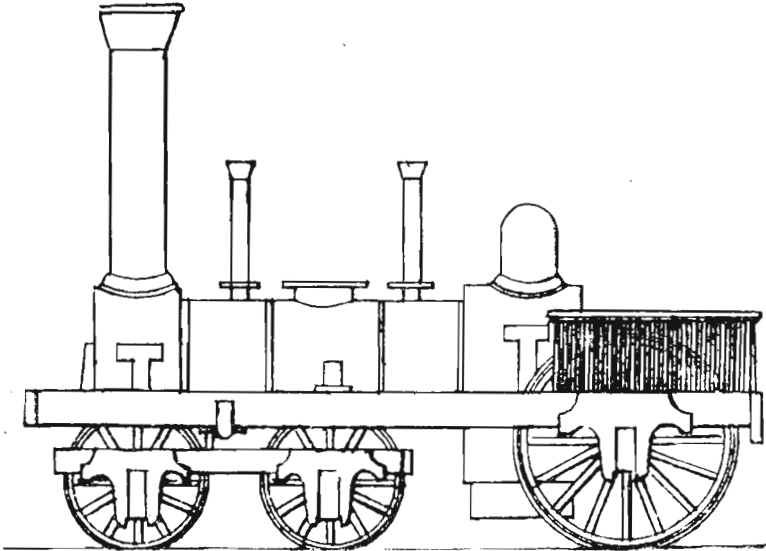
LINES FROM OTHER LINES

French Railway Deficits

FINANCIAL deficits on the national railway system in France are no new feature. When the S.N.C.F. was formed in January 1938, there was an accumulated deficit of about 34,000,000,000 francs. It was hoped to bring about a more stable position with the end of the war, but although the deficit was kept within reasonable bounds in 1946 and 1947, recent years have not shown any marked improvement. A study of the financial position of the French National Railways has been completed by Professor Paul Coubois of Strasbourg University, and published in Paris. The author traces the development of the S.N.C.F. financial policy since 1938, and shows how the various compensatory payments made by the State, covering such items as the reduction of rates and fares for social and national purposes, permanent way maintenance, and staff pension liabilities, tend to conceal the true deficit. As an example, he claims that the published deficit of 47,400,000,000 francs (about £60½ million) for 1953 would become 111,000,000,000 francs (about £142½ million) if all such items were taken into account. Despite the size of the annual deficit, the S.N.C.F. is, from the technical point of view, one of the leading railways in the world. The Professor believes that, among other things, the average levels of passenger fares and freight rates are too low.



A Russian carriage, at Brest Litovsk, lifted to enable its broad gauge (5 ft.) bogies to be replaced by standard gauge bogies for its onward journey to Warsaw and Berlin. Similar arrangements apply at break-of-gauge points on other international routes, namely, Cop (Moscow-Prague-Budapest line), Ungeni (Moscow-Bucharest line), and Otpor (Moscow-Pekin line).



The Saratoga and Schenectady Railway (U.S.A.) locomotive *Davy Crockett*, built in 1833, by George and Robert Stephenson, England. It is reputed to be the Stephenson's first bogie engine.

Davy Crockett

THE present popularity in radio and comic strip of Davy Crockett has prompted railway historian L. J. Harrigan to send to *News Letter* the accompanying picture of a locomotive named after Crockett. Davy Crockett was born in Tennessee, in 1786, and in the backwoods there he acquired a wide reputation as a hunter, trapper and marksman. In 1813-14 he served in the Creek War under Andrew Jackson, and subsequently became a colonel in the Tennessee militia. From 1821 to 1824 he was a member of the state legislature and, in 1827, was elected to the national House of Representatives as a Jackson Democrat. He was re-elected in 1829, defeated in 1831, again elected in 1833 and again lost his seat in 1835. Discouraged and disgusted, he left his native state and emigrated to Texas, then engaged in its struggle for independence. There he lost his life as one of the defenders of the Alamo at San Antonio in 1836. Of his first ride on a railway train (in April 1834) Davy Crockett wrote: "This was a clean new sight to me; about a dozen big staves hung onto one machine . . . by and by she began to take short breaths, and away we went with a blue streak after us."

Atomic Research

A contract for the study of a nuclear power reciprocating engine for locomotive propulsion has been signed between the U.S. Atomic Energy Commission, Baldwin-Lima-Hamilton Corporation, and the Denver, Rio Grande and Western Railroad. The project itself does not envisage building a locomotive,

but it is to cover a year's study and a report to the Atomic Energy Commission. Its basis is investigations already made by research engineers of the Baldwin Corporation and the Denver Railroad.

Endurance Test

RECENTLY, the French National Railways' electric locomotive CC 7147 completed a six months' intensive test of endurance, having travelled, during that time, 236,600 miles, about the distance of the earth from the moon. The test was to find the maximum daily use to which this type of locomotive (of which there are 43 in service) can be put without serious breakdown.

Loan To Thailand

THE World Bank has announced a loan of \$12 million to the State Railway of Thailand to finance part of a \$60 million modernization and rehabilitation programme. The programme includes the purchase of 30 diesel locomotives, 170 passenger cars and 850 freight cars, renewal of rails over 875 miles of track, installation of 5,800 automatic couplers, and establishment of a modern telecommunications system.

Extended Self-drive Service

THE French National Railways have concluded an agreement with the Belgian National Railways whereby the private self-drive car hire service has been extended to cover journeys commenced or terminated in Belgium. Self-drive cars can be ordered in France to be available at Belgian railways stations, and vice versa.



Mr. Jenkins

Way And Works Promotions

FOLLOWING the appointment of Mr. L. A. Reynolds as Chief Civil Engineer, Mr. T. H. Jenkins has been promoted to Assistant Chief Civil Engineer, and Mr. R. S. Miller becomes the new Engineer of Maintenance. Both have had many years' experience and each has a splendid record of achievement in the Branch.

In the early 20's, Mr. Jenkins was the principal structural designer for the Way and Works Branch, and in 1938 he was appointed assistant to the Engineer of Structural Design. While Mr. Jenkins was Engineer of Structural Design, many major works were designed and completed, including the Alphonington-Heidelberg duplication. Later, as Engineer of Special Works, he was in charge of several big projects, such as the reconstruction, as permanent structures, of timber bridges throughout the system, the Richmond to South Yarra duplication and the early works on the Gippsland line duplication.

Mr. Jenkins is a graduate of Melbourne University in both science and civil engineering.

Pupil Engineer's Rise

THE Engineer of Maintenance, Mr. Miller, was 18 when he joined the Way and Works Branch as a Pupil Engineer. After graduating Bachelor of Engineering in 1927, he was engaged for some years on structural design and investigations and acted as District Engineer in various parts of the State until his appointment at Geelong, in 1945. He later became Engineer of Track and Drainage and did a great deal of the designing work for the Gippsland line duplication and the Morwell brown coal transport project. In 1950 he was promoted to Engineer of Structural Design, two years later became Metropolitan District Engineer and in 1953 Engineer of Special Works. During his three years in the latter post the Railway's rehabilitation programme (*Operation Phoenix*) gained momentum and Mr. Miller was responsible for the later stages of Gippsland line duplication, the construction of the railway section of the Degraves-st. subway, the Ashburton duplication, many country bridges and other major works.

Mr. Miller gets relaxation from his railway work with his gun. He is also recognized as an authority on Australian bird life.

Servicemen's Legacy Appeal

THE Legacy appeal by the Victorian Railways Returned Servicemen's section has been well supported by all the branches. Contributions have totalled £610, of which more than £240 was contributed by the Rolling Stock Branch and £132.12.1 by servicemen's country subsections. The secretary, Mr. S. C. Thomas, and president,

Mr. F. J. Costello, thank all contributors. The section, they say, will take out eight endowments of £25, in the next three years, to further the education of children of servicemen who died. The next appeal will be held in three years' time.

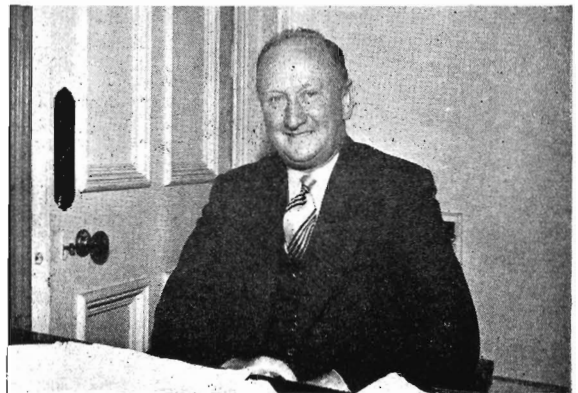
Unguided Missiles

CLEARLY the most enjoyable event in the Printing Staff's picnic programme at Keast Park, Carrum, was Throwing The Rolling Pin. A couple of dozen lady competitors lined up. Some, however, appeared shy, and put little vim into their effort. Although the ladies' husbands were induced to serve as (customary?) targets at a safe distance, a good few shots menaced the crowd instead of the husband. (Some cynics were heard to remark that the ladies probably did very much better at home.) Eventually Mrs. Saultry, winner for the two previous years, made her throw. The pin soared into the air and fell far beyond the best of the previous shots. Filled with despair and, no doubt, envy, the rest withdrew, and, for the third year, Mrs. Saultry was declared the winner.

After Mr. M. McKenzie (Printing Manager) had presented the prizes, an adjournment was made to the beach where many displayed their form as swimmers, while the children competed with sand castles. The results were judged by Mr. and Mrs. T. Paroissien.

They Were Tough

NEW'S LETTER'S article in a recent issue on the new railway squadron of the R.A.E. (S.R.) recalls to a retired stationmaster the V.R. volunteers of 1900 who were classed as field engineers and wore the broad red trouser-stripe and bomb badge. "Our regimental sergeant-major", he writes, "was a permanent army man and a holy terror on drill. I can hear him yet: 'right or wrong, not a move!' But he knew how to use a bayonet and a single-stick". The quartermaster-sergeant boasted a sweeping handle-bar moustache and topped off many a parade by leading a gallant charge into a well-known and respected hostelry. The regiment drilled at the depot in Alexandra-av. and camped austere at Langwarrin "to defend Melbourne's back door, while *Cerberus* and the forts at the heads held the front". On enlistment, they swore allegiance to their Sovereign Lady Queen Victoria. They received no pay and bought their own uniforms. Eschewing ease and bright lights, youth was obviously keen in those days. Our ex-stationmaster attained the exalted rank of sergeant after two years' service; which was pretty good going in times of slow promotion. Incidentally he reached the top of his professional tree, at Spencer-st.



Mr. Miller

Dandenong Identity

TELEGRAPHIST Joseph Curran, of Spencer-st., is one of Dandenong's best known citizens. Mr. Curran, who has been president of the 'Telegraph Section of the Australian Railways Union for 15 years, and secretary before that, has been a justice of the peace for 16 years. He is a director of two co-operative societies, Hallam and Springvale, and is government nominee on the Dandenong Sewerage Authority. For 15 years he represented Dandenong on the A.L.P. State Electoral Council, and was Chairman for seven years. He is a foundation member of the Dandenong Ratepayers' Association, and was secretary and president of that organization. Mr. Curran's hobby is freelance journalism.

Back To His Birthplace

STATIONMASTER R. R. Higgins is what is known locally as one of the Murray River "casualties", that is to say, the river has cast a spell over him. He was born in the Echuca district, and intends to retire there, fishing. Mr. Higgins joined as a lad porter at Strathmerton, and was appointed stationmaster at Rokewood in 1917. He is an experienced stationmaster. As both relieving assistant stationmaster



Mr. Hannan

leys to Rochester to rescue people from flooded homes. When he left Echuca for North Melbourne Locomotive Depot he fired Sydney and Adelaide express trains. He got his driver's ticket in 1922, and subsequently went to Warracknabeal, where he spent the greater part of his railway life. He was driver-in-charge there for some 20 years. Mr. Hannan has an excellent baritone voice which, but for his devotion to the footplate, could have won for him a professional career.

Railway Wedding

NEW Australian conductor, Karl Drago Taborsak, known to his workmates as "Charlie", was married recently to Miss Jean Maria Smith, who was a buffet car attendant on *The Gippslander*. Mr. Taborsak, who is a native of Breezakovec, Yugoslavia, joined the Department five years ago and for the past two years has been a conductor on the St. Kilda-Brighton tram service. The Elwood Depot and Refreshment Services Branch staffs were well represented at the wedding reception.

Snakes Alive

ALBERT Williams, in the past eight years, has repaired and erected railway fences from Bendigo to Cohuna and on the Balranald and Deniliquin lines. He has disturbed brown snakes curled around the bottom of decayed posts, and once found a goanna's nest of 10 eggs after a stump riddled with white ants had been removed. One of the routine jobs for him is the repair of wing fences damaged by motorists at level crossings. Mr. Williams has been stationed in the Echuca district for about 15 years.



Mr. Higgins

and stationmaster he did the rounds of the suburban system. He was relieving stationmaster at Flinders-st. and Spencer-st. stations, and at every station between Melbourne and Wodonga and Tocumwal. He knew the branch lines well, too. He was on relieving duty at Echuca about six years ago. He is an enthusiastic "dog man". His border collie, *Princess Gypsy*, has won many show awards.

Footplate Baritone

DRIVER-IN-CHARGE J. P. Hannan went to Echuca 39 years ago and liked it; so much so, that he intends to retire there. He well remembers Echuca at the time of the big flood in 1916 when the Murray reached 33ft. 6in. The town's streets were several feet under water. With the works foreman, Mr. Hannan took two boats on trol-



Mr. K. F. Wood, Manager of Spotswood Workshops, farewell Mr. E. A. Falloon (right) who has been promoted to Storehouse Manager, Spotswood General Storehouse. Mr. Falloon had been storekeeper at the shops for about 17 years. The staff presented him with a clock and a wallet of notes.



Left to right: Driver-in-charge R. Davidson and Fireman W. Gillespie, of Stawell. Starting as a cleaner in 1912, the former has been at Stawell for all his railway life. For 10 years he drove *The Overland*. A World War One veteran, he won the Military Medal at Bullecourt in France. Fireman Gillespie comes of a Northern Ireland railway family. His father drives the *Belfast Express*. Photo: C. R. Harrison

Normans Carry On

WITH the retirement of Electric Train Driver Percy Norman, the well known Norman family no longer has a driver in the service, but the Normans are still represented in the Department by Percy Norman's nephew, Desmond Bernard. He is a train examiner at Bendigo. Mrs. R. Pearson, a niece of Percy Norman, writes from Sydney in appreciation of the portrait of her uncle in the December issue of *News Letter*, and adds that "it was Grandpa Norman's wish that there would always be a Norman to carry on the railway tradition".

When Hansom Cabs Met Trains

SKILLED LABOURER PATRICK JAMES DOYLE joined the railways as a lad labourer with special track gangs at Heidelberg in 1907. He well remembers the Spencer-st. passenger yard as the "cab yard" when passengers arriving by train drove away in hansom cabs and broughams. One regular traveller who always drew a crowd, says Mr. Doyle, was the late Dame Nellie Melba. Another was a huge German business man who could not fit himself into a hansom cab and always had to hire a brougham to take him to his hotel. Mr. Doyle remained in the cab yard until 1928 when he joined the cleaning staff at Head Office. Later he went to Melbourne goods, from which he retired.

Early, Mr. Doyle became interested in first aid. His interest began at a League football match between Geelong and Essendon, at the old East Melbourne ground. He was called upon to give first aid treatment to a Geelong player, Rube Brownlee, a cousin of the operatic star, John Brownlee. From that day he became the Geelong club's first aid man, and remained so for 45 years. Mr. Doyle is a life member of the Geelong club and the League trainers' association and also treasurer of the latter organization.

Thanks

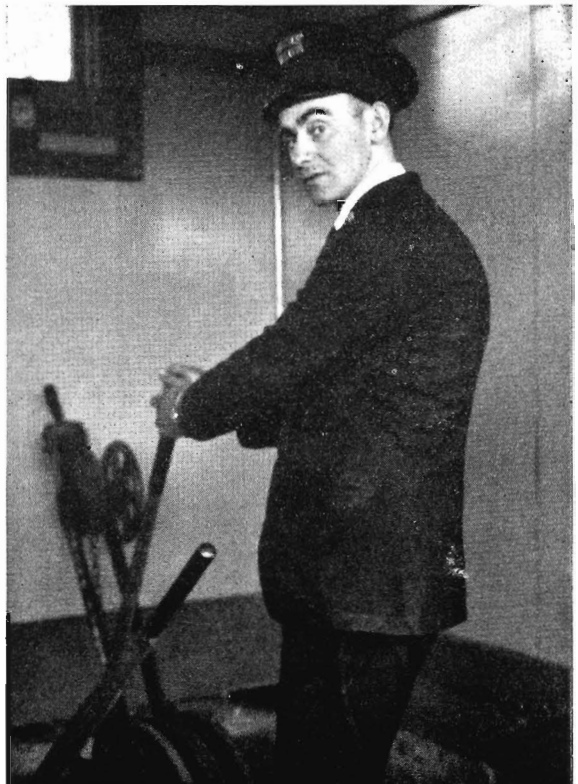
FOR space at the Tourist Bureau for the blood donors' enrolment depot. "The fact that we enrolled almost 3,000 new donors in a fortnight was in no small measure due to the co-operation received from management and staff."
—*Dulcie Exell, Australian Red Cross Society's blood donor recruiting officer*

For the courtesy and help given to 13 girls of the Stockton National Fitness Ambassadors marching team and four adults en route from Newcastle to Perth. "Your service left nothing to be desired."
—*C. Reynolds, president, Stockton Citizens' National Fitness Committee*

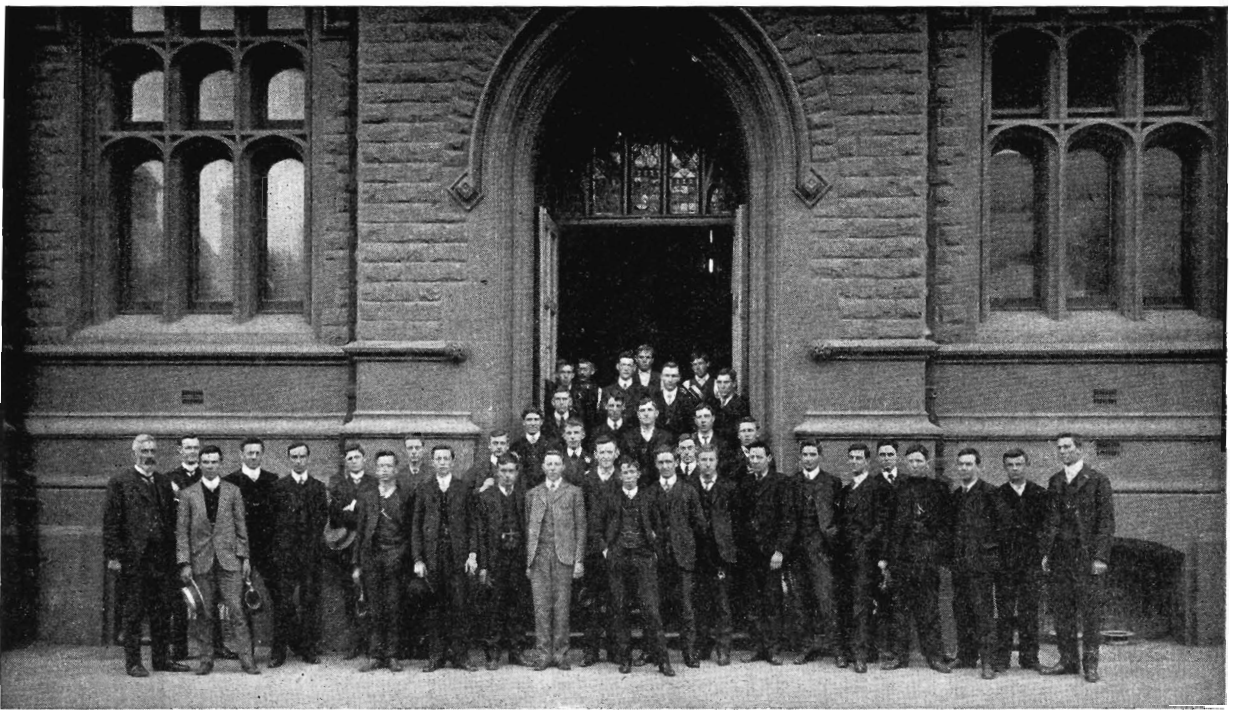
For "the help and kindness of railway medical and ambulance staff when my wife died from a heart attack, recently, at Spencer-st. station".
—*C. Cowling, Bendigo*

For "efficient and courteous service whenever I made inquiries and bookings at the Victorian and other Government tourist bureaux".
J. L. R. Braiss, Melbourne Church of England Grammar School

To the Tourist Bureau for their services to 11 American business men who attended a conference convened in Melbourne by the Institute of Sales and Business Management. "The co-operation we received enabled us to send our visitors back to America with a good impression of our city. Since their return, they are doing an excellent public relations job for Australia."
—*H. R. Gordon, State president, Institute of Sales and Business Management (Australia)*



A.S.M. R. J. Sharpe, of Darnum, was a lad messenger in the Traffic Branch dispatch office and in the Telegraph Office before he became a lad porter at Merri. He was at Rushall and Thornbury before his transfer to Darnum. He is here seen setting the road for a goods train.



These 1905 railway apprentices were the first to attend the old Workingman's College (now the Royal Melbourne Technical College). On the left in the back row is the former Chief Electrical Engineer (Mr. H. P. Colwell). Some of the others became senior officers and workshops' foremen. In the front row on the left is the late Professor W. N. Kernot.

THE THINGS THEY SAY

We cannot have a band of drones in our midst, whether they come from the ancient aristocracy, the modern plutocracy, or the ordinary type of pub-crawler.

—Winston Churchill

A man who is pulling his own weight never has any left over to throw around.

—O. A. Battista

A reckless driver is one who passes you on the highway in spite of all you can do.

—Lincoln Parker

We should never attempt to bear more than one kind of trouble at once. Some people bear three kinds—all they have had, all they have now, and all they expect to have.

—Edward Everett Hale

A doctor can bury his mistakes, but an architect can only advise his client to plant vines.

—Frank Lloyd Wright

In married conversation, as in surgery, the knife must be used with care.

—Andre Maurois

If at first you don't succeed you're running about average.

—M. H. Alderson

The reason why the Ten Commandments are short and clear is that they were handed down direct, not through several committees.

—Dan Bennett

If you must cry over spilt milk, condense it.

—Anon.

A smart husband is one who saves all the barber shop gossip until after dinner—so his wife will help him with the dishes.

—Edna May Bush

Teen-age is when youngsters aren't bright enough to realize their parents couldn't be that stupid.

—Town Journal

Youth is the time of life when people are too old to take advice.

—Anon.

When it comes to tax reduction, never was so little waited for by so many for so long.

—Town Journal

Kindness is one thing you can't give away. It always comes back.

—Sidney Skolsky

Leisure: The two minutes' rest a man gets while his wife thinks up something for him to do.

—Anon.

Junk: Something you keep for ten years and then throw away two weeks before you need it.

—Gloria Ray

Woman Driver: A person who, when obeying every rule, is blamed for slowing down some man who isn't.

—Marcelene Cox

SPORTS

Bowls Carnival

BOWLERS from New Zealand, Queensland, N.S.W. and Tasmania had passed through Melbourne on their way to Perth for the Denniss Cup railways institutes' bowls tourney championship when *News Letter* went to press. The cup is at present held by Victoria. Commissioner E. H. Brownbill and the Chief Commercial Manager, Mr. R. C. Burgess, who is also general president of the V.R.I., welcomed the touring bowlers at receptions at the Institute.

Keen Cricket Struggle

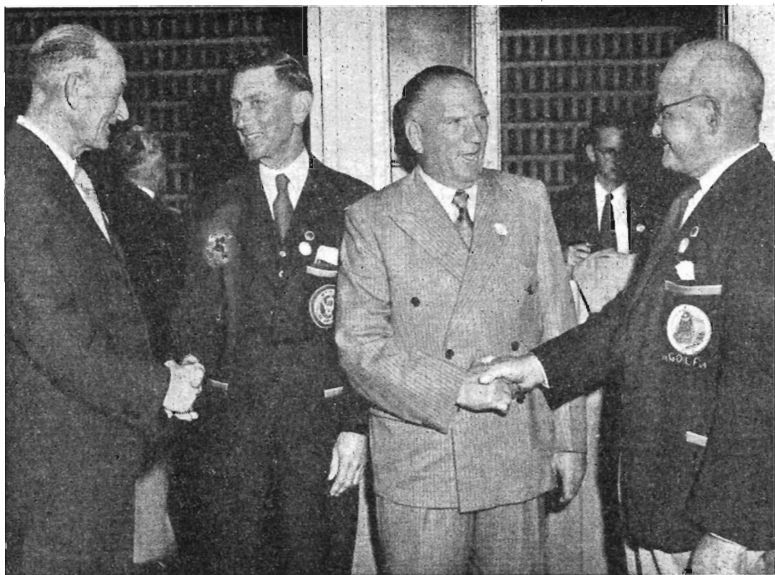
THE V.R.I. Cricket Association's season was at an interesting stage when *News Letter* went to press. The points were: Suburban lines, 20; Geelong, 19; and Flinders-st. and Loco. 16 each. The minor premiership was in the balance, and it appeared that the third position would be decided on percentages.

Brought Olympic Rowing To Ballarat

MR. FRANK FINDLAY, who is a fitter and turner at Ballarat North Workshops, is one of the enthusiastic Ballarat rowing men who successfully "sold" the idea of Lake Wendouree for the Olympic Games rowing and canoeing events. The 2,000 metre course was described, recently, by games officials from Italy, Hungary and America as "the world's finest." As a member of the Olympic Organizing Committee, Mr. Findlay has the responsibility of arranging entertainments for competitors and officials and helping to get them accommodation in private homes.



Joining the railways at Echuca as a labourer in 1939, Mr. R. Silver is now acting driver at Deniliquin. He was a R.A.A.F. fitter in the last war. He played 100 games with Echuca on the half-back line and was sought by several League clubs. A back injury ended a promising football career. He now plays bowls and golf.



Teams that competed in the Australian Railways Institutes' golf carnival for the Tintara Cup at Brisbane were entertained by the Queensland Golf Association. Left to right: Mr. T. Dryden (N.S.W.), Mr. J. Roche, Nurmachik goods guard; Mr. G. Johnson (N.S.W.) and Mr. J. McCarthy, iron machinist, Ballarat.

—Photo: R. N. Jones

He has had a long and varied sports career. As a boy, he was a junior athletic champion of Ballarat High School and, later, represented Ballarat Junior Technical School at combined sports in Melbourne. He competed in the under 15 100 yds. sprint and 120 yds. hurdles, winning the latter. Mr. Findlay has been a member of every V.R.I. interstate golf team to win the Tintara Cup. Since 1946 he has been captain of Ballarat's country week golf team, which has won three championship cups. He has been president of the V.R.I. Golf Union since 1949, president of the Australian Railways Golf Union (1951-53) and Victoria's delegate to the Australian Railways Golf Union (1949-55).

A versatile railway sportsman, Mr. Findlay has had a long association with Ballarat. He has been president of the local club, as well as president of the Ballarat Rowing Association, vice-president of the Victorian Rowing Association and liaison officer to South Australia's Kings Cup crew. Mr. Findlay is looking forward to the opening of the rowing club's re-built boat house, which with all its gear, was destroyed by fire in 1951. It is planned to have the new building ready for the Olympic Games.

Camera Finish

THE annual social cricket match between the V.R.I. and the Postal Institute at Fitzroy resulted in another close finish, the V.P.I. winning by six runs. The V.R.I. looked the winners when L. Fisher (Geelong) and S. Keown (Northern Lines) became associated in a promising last wicket stand, but

an unexpected run-out gave the postal representatives a narrow, but well-earned win. Top scorers in Postal Institute's 153 runs were W. Carey (39) and R. Sayer (37), S. Bolam (3/26), J. Williamson (2/20) and L. Fisher (2/27) were the best of the V.R.I. bowlers. In V.R.I.'s score of 147, L. Fisher made 41 n.o., J. Williamson 36 and S. Bolam 21. Zimmer took 3/29, W. Carey 3/35 and Sayer 3/38.

Champion Ticket Seller

WHEN the Provadore (Mr. Newton Chandler) was secretary of the Carlton league football club in 1934 he persuaded Mr. Mervyn Olholm, Accountancy Branch inter-system goods audit clerk, to sell club membership tickets. Since then Mr. Olholm has developed into one of the League's star ticket sellers. In the last 11 years he has sold more than 40,000 tickets for the "Blues" and his total sales since he began selling tickets run into many more thousands. In four seasons he has handed Mr. Chandler over £15,000 in cash from the sale of tickets. His best one-day effort was at Carlton last year on the opening day of the season when he sold tickets to the value of £1,475. Apart from membership tickets, he has also sold many hundreds of pounds worth of club badges at 3/- each. Carlton have recognized the grand work of their ace ticket seller by appointing him to the social committee and taking him on club trips to Tasmania and Western Australia. Last year his efforts were rewarded with a set of cutlery. Mr. Olholm is looking forward to setting new figures for ticket sales this season.

VR
News Letter

JUNE

1956



THE MONTH'S REVIEW

More Diesel Main-liners

THE 26 1500 h.p. diesel main-liners have increased general operating efficiency in passenger and goods services so much that the Department has decided to expand the fleet. Tenders have been invited for 10 diesel-electrics of 1700-1900 h.p. The V.R. is balancing its fleet of locomotives so that advantage can be taken of a downward trend in the costs of any particular fuel. Of the 488 steam locomotives now on the register, 102 are oil burners, 384 burn large black coal and two are fired with brown coal dust. Apart from the diesel main-liners, six of the 27 900 h.p. general purpose diesel-electrics on order are already in service. In addition, there are 13 diesel-electric shunters, 10 electric shunters, 25 electric main-line locomotives, 10 diesel-electric rail motors, and 39 diesel rail-cars.

Suggestions

SINCE the Victorian public were invited, six months ago to contribute ideas for improving railway service, and were provided, by station booking offices, with business-reply forms on which to send them in, the total number of suggestions received by the Public Relations and Betterment Board has increased nearly threefold, compared with the previous six months. That the suggestion rate shows little sign of slowing down itself suggests that a new public habit is forming, even if, in the inevitable few instances, it obviously springs from some minor complaint and does not become constructive. But, one could ask, how many suggestions, including really intelligent suggestions, do not originate in complaint or, at least, in criticism of some inadequacy of service? In the past six months there have been some highly intelligent suggestions, most of them from railwaymen themselves. One was given £150 for his adopted idea, another £125, a third £20 and a fourth £15. The Betterment Board, in its 35 years of existence, has considered more than 55½ thousand suggestions, of which something over 9,000 have been adopted.

Daylight Derailment

THE recent derailment of *The Daylight* express, near Wallan, underlined the safety of the Department's heavy modern rolling stock and the efficient type of its couplings. Although the diesel-electric locomotive B84 and eight cars were derailed, they all remained upright and none of the passengers was hurt; indeed not even a pane of glass was broken. Another feature of the mishap was the speed with which the track was cleared and the damaged vehicles returned to service. On the morning following the derailment, B84 went on to Melbourne with a few of the vehicles. Subsequently, some of the damaged cars were repaired and were able to go into traffic within three days. Actually "operation re-railment" was completed within 16 hours of the arrival of the wrecking cranes from North Melbourne Locomotive Depot. The Chief Mechanical Engineer (Mr. G. F. Brown) was early on the scene to supervise the work of the breakdown gangs from Jolimont, North Melbourne and Seymour Locomotive Depots. Breakdown staff and track gangs from Somerton and Broadford districts worked day and night on alternative trackage to keep the line open.

Smart Track Work

ON the night of the derailment, traffic was maintained at the scene of the mishap by extending the refuge siding on the "down" side of the track to junction the existing "down" track, giving single line working between Beveridge and Wallan. Although it was necessary to slow down traffic, there was no hold up. Next day, when some of the track had been cleared, part of the "down" track in the Wallan station yard was slewed over to junction the "up" track on the "up" side of the scene of the derailment. From then on a complete double track was in use, except

through Wallan yard, itself. Double line working was fully restored about 5 p.m. next day. The Commissioners' tour train, returning from the Bendigo district, via Heathcote, was the first to pass over the restored main "up" line.

Car Construction Programme

FOURTEEN of the planned *Spirit of Progress* type all-steel air-conditioned cars for the improvement of country passenger services are now in traffic. Only two more of this type will be constructed. The last four in the Newport Workshops current car construction programme will be saloon type which will be the future design. The shell of one of these cars has been moved from the steel to the car construction shop for the interior fittings.

Station Car Parks

FOR some time now, daily motorists, especially those living in Melbourne's outer suburbs, have been leaving their cars at or near their local stations, and going on to the city by train. They find it more convenient and economical, and they sidetrack the parking problems in town. At the moment they can park at any one of 37 suburban stations. The Department is now making a complete survey of stations outside the nine-mile limit to see if any more can provide a parking area for the cars of traingooers. Meanwhile, some municipalities, such as Box Hill, are co-operating with new car parks near their local stations.

Conscience Insists

THAT train vandals are not always or necessarily conscience-less, or, should one say, that conscience sometimes becomes more insistent with the flight of years and the growth of good sense, is suggested by a recent letter to the Railways Commissioners. "Recent publicity in relation to vandalism", the writer says, "has brought to my mind some similar deeds in my schooldays, while travelling on various trains". He encloses a cheque for £5, "to offset damage done".

Showing The Flag

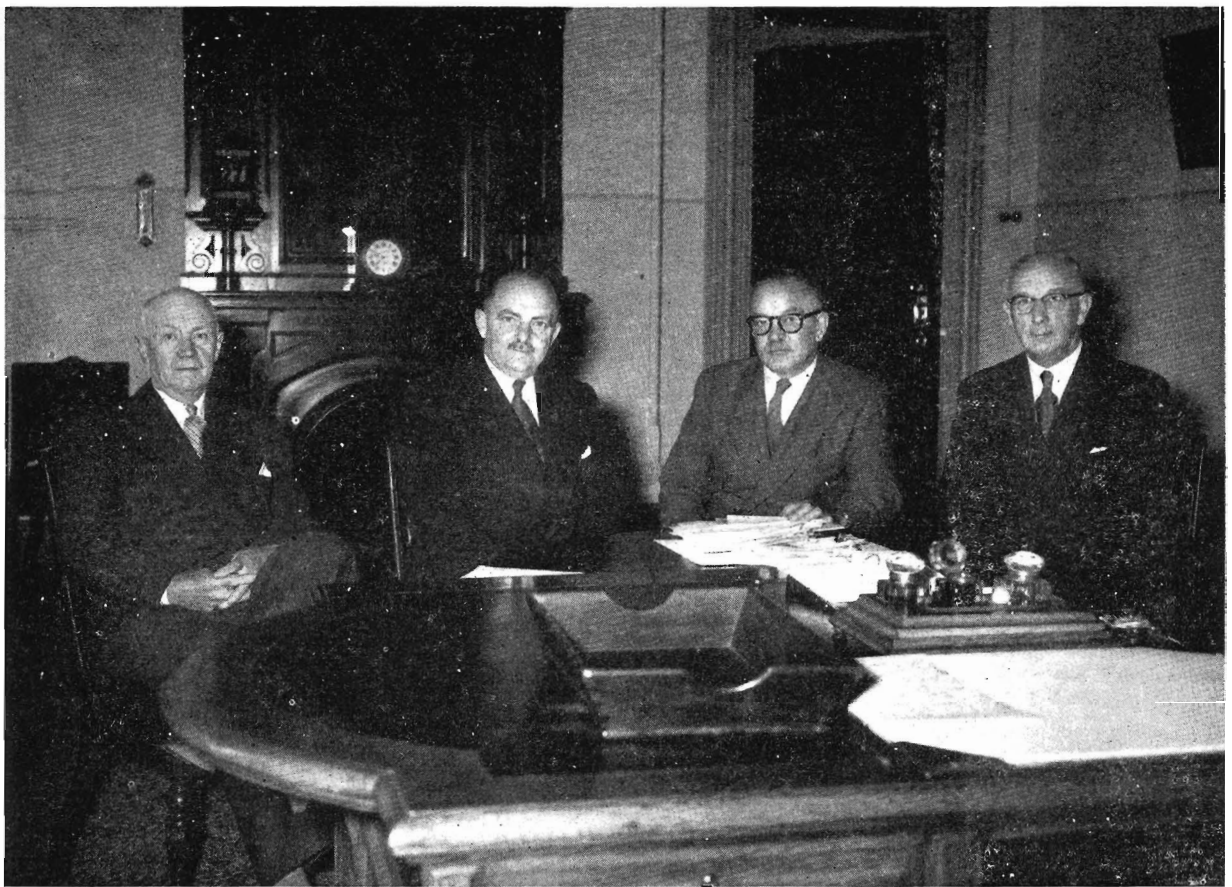
THE Red Cross Society has invented a new competition to raise money, while helping to publicise the Olympic Games. Before he left on a world tour, Mr. Paul Morawetz, a well-known business man, was given an Olympic flag by the Lord Mayor (Cr. Sir Frank Selleck) which he subsequently displayed in more than 30 countries, and persuaded mayors of various cities and, in some instances, national leaders to sign it. On his return, he presented the much signed flag to the Red Cross Society for raising funds. They decided to exhibit it around the State and invite the public at various centres to guess (at sixpence a time) how many miles the flag had covered altogether. Accordingly, at Spencer-st., on a recent Monday, the Chairman of Victorian Red Cross (Sir John Allison) handed the flag to Mr. Commissioner Meyer, who, in turn, passed it on to the guard of the 8.40 a.m. train for delivery to Ballarat. There it was received with equal ceremony and prominently displayed for a day or two. And so it continued to many other centres.

Pacific 231

ARTHUR HONEGGER, who, musical railwaymen will recall, died in Paris a month or two ago, composed one of the very few major works for symphony orchestra, with an underlying railway *motif*. It is *Pacific 231*. Of it,

OUR FRONT COVER.

shows a diesel main-liner being refuelled at the Diesel Shop area at North Melbourne.



THE V.R.'s NEW MANAGEMENT TEAM: *Left to right*: Secretary for Railways (Mr. J. L. Timewell), the Deputy Chairman of Commissioners (Mr. O. G. Meyer), The Chairman (Mr. E. H. Brownbill) and Mr. Commissioner N. Quail. (See page 13)

Honegger wrote: "I have always had a passion for locomotives. To me, they are living beings whom I love as others love women or horses. In *Pacific 231*, I have not aimed to imitate the noise of an engine, but rather to express, in terms of music, a visual impression and physical enjoyment. The piece opens with an objective contemplation, the quiet breathing of the engine at rest, the straining at starting, the gradually increasing speed; and finally reaches the lyrical state of a fast train, three hundred tons of weight, thundering through the silence of the night, at a mile a minute." It is said, but not confirmed, that when Honegger visited England, in 1927, he was allowed to drive a special train out of King's Cross for about thirty miles, and that the experience was the immediate inspiration for *Pacific 231*.

Peep Into The Future

A film released, recently, by the U.S. Chamber of Commerce attempts to portray life in 1975. Among atomic-powered automobiles, chemical heating units that cook foods in their packages, automatic "eyes" that close windows when it rains, thin TV sets that hang on the wall like pictures, the film predicts some startling changes in railroads. It suggests several new types of articulated passenger trains characterized by lighter weight, plus an ability to negotiate curves at greater speeds. Some of these trains may be pulled by atomic-powered locomotives. Inside the new trains one sees floating chairs, hideaway tables and adjustable partitions to create semi-private compartments. Hidden conveyor tubes bring food and drinks, and conveyor aisles help passengers from one car to the other. Railway freight transport undergoes an even greater change. Radar impulses are used to transmit signals to locomotives, as well as to track-side switch controls, which, it is said, contribute

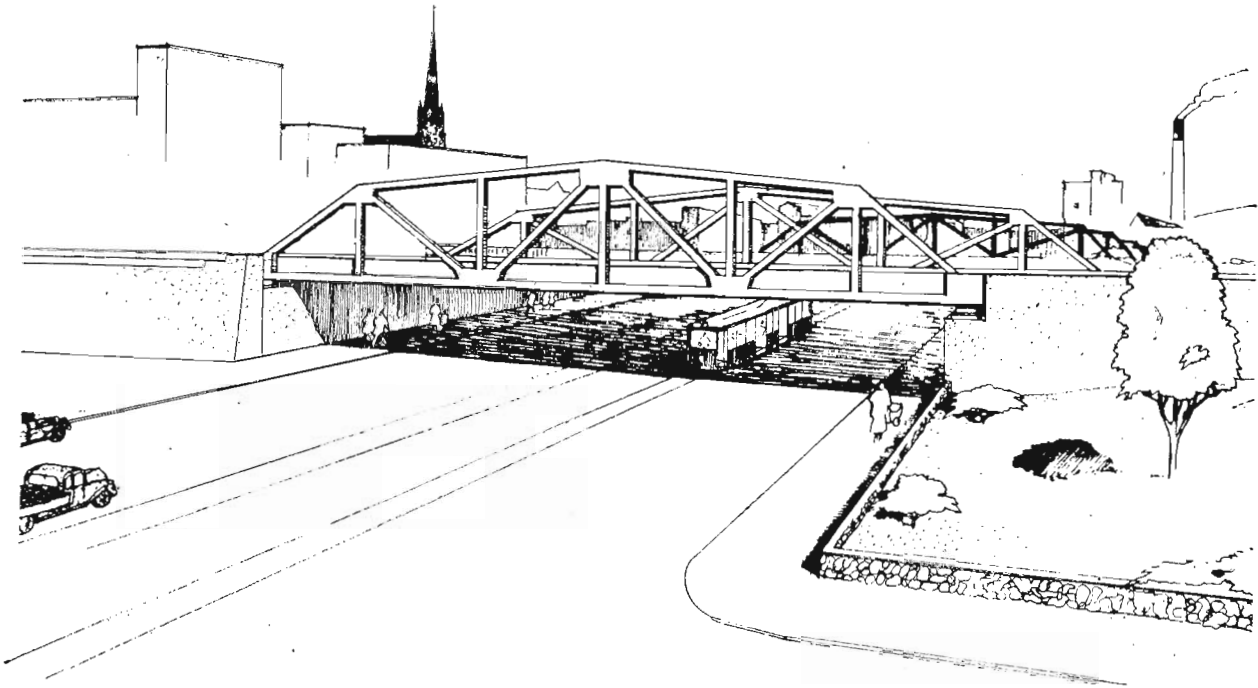
to safer train movements. In a multi-level classification yard of the future, where thousands of freight cars are sorted and re-arranged into new patterns of outbound traffic, cars are switched electronically to the proper tracks, and TV cameras will provide for long-range inspection and recording of all cars. Changes based on electronics have, of course, already been made in America, but science may well transform the railroad scene even more in the coming years.

Iron Horse

FOR many years, railway historians have searched archives to find how the term "iron horse" originated. In America, it was suggested by one that Sioux chief Sitting Bull was the first to use it, but another U.S. railway historian considers he has discovered a vital clue in the pages of a "Practical Treatise on Railroads and Carriages", written by Thomas Tredgold and published in London in 1835. In it appears this: "The Hetton railway is one of the principal ones. On it a train of from 13 to 17 waggons is impelled by a locomotive high pressure engine called by the people there an iron horse."

As in America, where the railroads are going over almost completely to diesel, the "iron horse" in Australia is disappearing, although less rapidly; a fact that is disturbing those to whom the steam engine is part of their way of life. Members of the Sydney division of the Australian Railway Historical Society, feeling that an age is passing, are tape recording the noises of the steam locomotive to hand down to posterity. They lie in wait at the beginning of steep gradients, where a steam train starts engaging in what they call "hill talk", an exciting variety of huffing, puffing, grunting, and clanging, and then set their tapes revolving.

NEW SWAN-ST. BRIDGES



An artist's impression of the new bridges.

ADDITIONAL tracks for the Camberwell and Caulfield lines and the proposed new Richmond station make it necessary to reconstruct the railway bridges over Swan-st. The three existing double-track bridges were built when the lines crossing Swan-st. were first raised and the gate-controlled level crossing abolished, about 1885. These bridges, each of three plate-girder spans, will

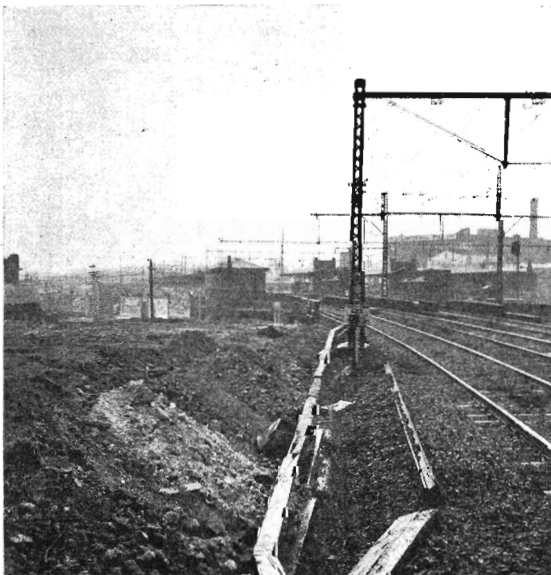
be demolished and replaced by three double-track truss bridges with a clear span between the building lines. Two similar bridges will be built on the west side of the existing bridges, making, in all, five double-track bridges. The two additional ones will be constructed before any of the existing bridges are demolished.

The successful tenderer for the design of the bridges and the supply of the fabricated steelwork was the Lewis Construction Co. Pty. Ltd., of Melbourne, in conjunction with the Cleveland Bridge and Engineering Co. Ltd., of Darlington, England, and the accepted price is £171,590. The tender was based on a design by Messrs. Freeman, Fox and Partners, of London.

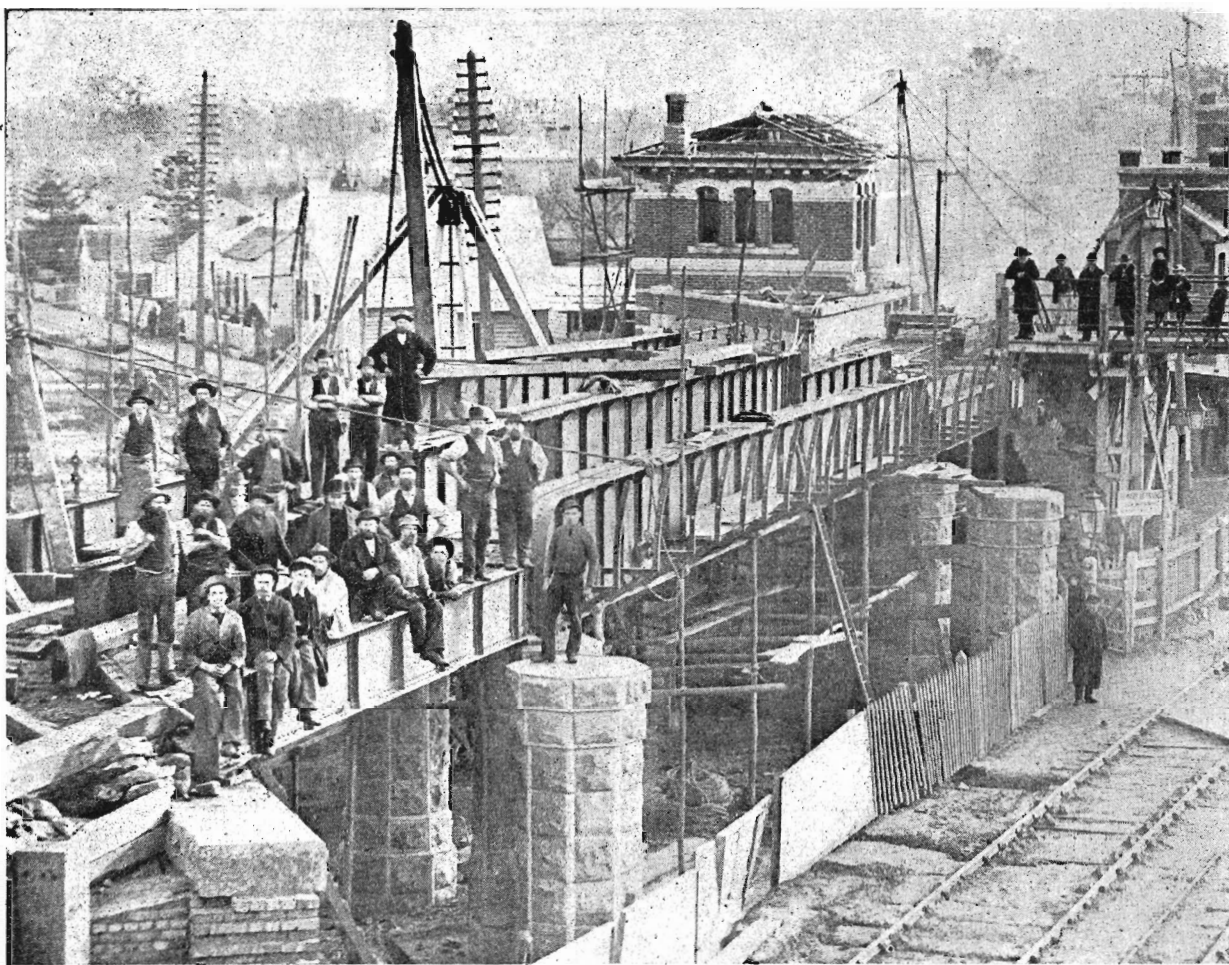
The five double-track bridges will be of the semi-through truss type. The nature of the location and the amount of headroom available were controlling features of the design. Although the square distance between building lines is only 65 ft., the railway track crosses the road at such an angle that a span of 145 ft. is necessary to provide a clear opening. Because of the situation of these bridges, consideration was given to their appearance. By using high tensile steel, the designers have reduced the trusses to slender proportions which should give a light and pleasing impression. Also, high tensile steel bolts will be used for site connexions. Both these uses of high tensile steel are new features of bridge construction with the Department. The steelwork of the floor system will be in mild steel.

The steelwork of the bridges will be carried on concrete abutments supported by concrete pillars founded on the basalt substratum which, at the bridge site, is from 3 to 20 feet below the natural surface. This work will be done by the Department.

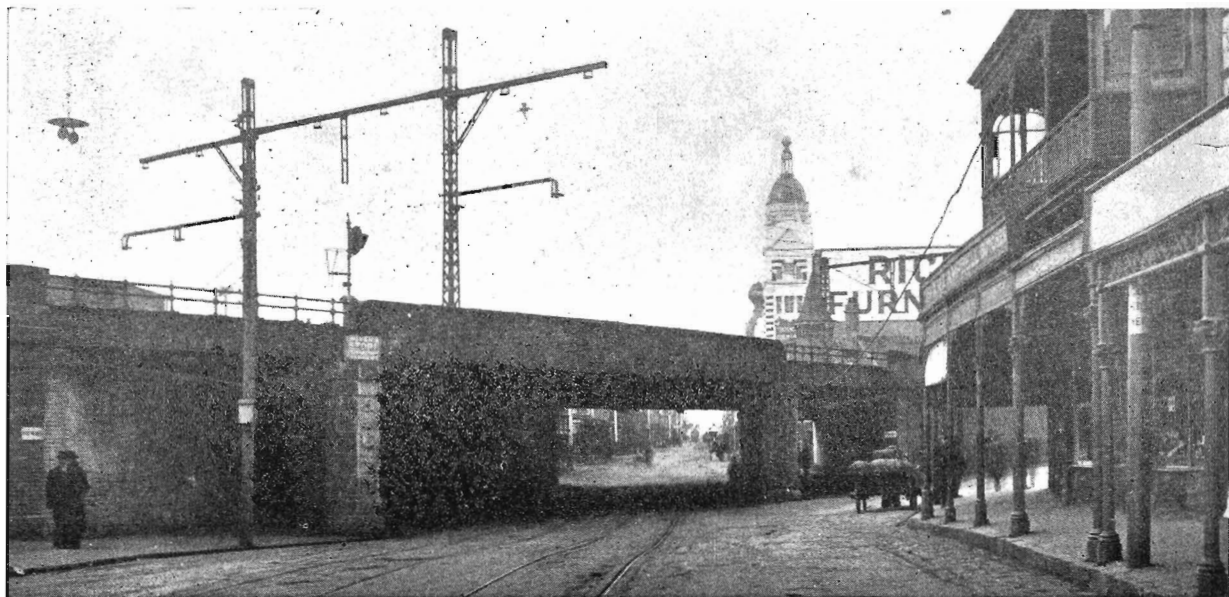
Work on the new bridges is expected to begin this year, and erection of the steelwork early in 1957. The total cost of the five bridges will be about £600,000.



Retaining wall and filling for the extra tracks at Swan-st.



The present bridges under construction in 1885. The old line crossing Swan-st. can be seen at the right.



This photograph of the present bridges was taken some years ago.



Adjustments being made to the north-eastern line carrier equipment. This is the electronic apparatus for the three telephone channels and six teleprinter channels on the busy north-eastern line. It switches into the New South Wales system at Albury. This apparatus provides additional channels by converting incoming speech into a higher frequency.

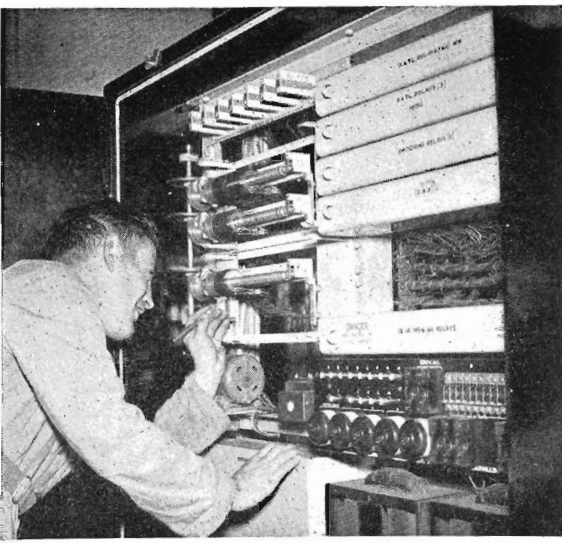


At work on a teleprinter. The electrical system of these modern machines is maintained by staff from the Telephone Maintenance Depot. Mechanical repairs are done by mechanics from the Powers Machines division.

COMMUNICATIONS

MODERN communications, that shrink time and distance, are as indispensable to the railways as nerves are to the body. Over thousands of miles of line, messages must constantly flash, day and night, to enable system to operate efficiently.

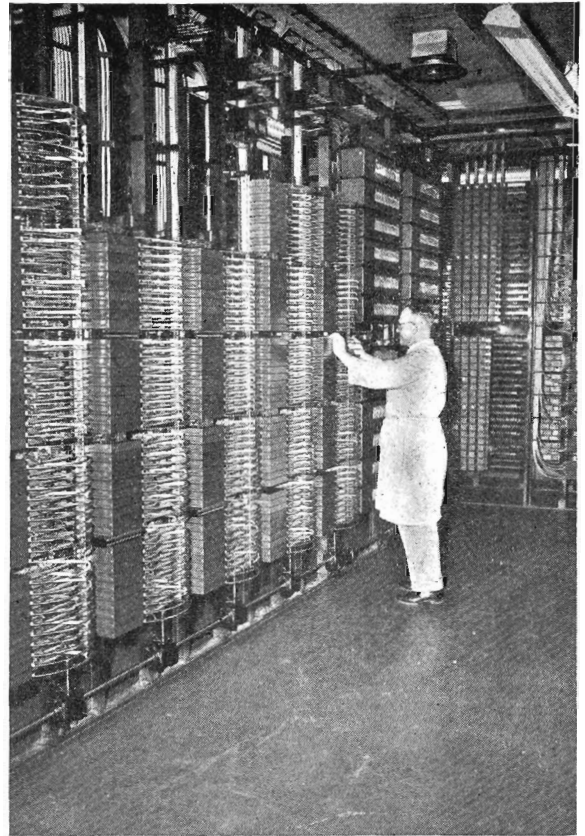
OVERSEAS railways are using the latest discoveries of electrical science, including radar and television, to improve their communicating equipment. As far as available funds and manpower permit, the Victorian Railways Department keeps abreast of the most useful of these developments. One of the earliest improvements adopted was the selector telephone system, used for Train Control. Since then there have been many others. Where justified by traffic, multi-channel circuits have been introduced, enabling up to ten separate telephone and teleprinter channels to be carried over the one pair of cables. Twenty-four teleprinters have been put into service between Melbourne and the main provincial cities and Sydney. As well as the automatic exchange at Head Office (it is to be enlarged from 1240 to 1500 lines), there are others at Geelong, Bendigo, and the State Coal Mine; and one has been approved for Ballarat. (Incidentally, one of the earliest automatic exchanges in Australia was at Head Office. It was installed in 1912 and scrapped in 1935). Public address systems are in



Inspecting train control equipment. This vital section of the Department's communications system is under constant supervision.

use, more direct trunk lines have been installed, and among minor innovations is the use of walkie-talkie radio by the staff adjusting track circuits and colour light signals.

The work of installing and maintaining all this complex equipment is done by the Telephone Maintenance Depot with headquarters at Spencer-st. station. Consisting of 53 men under Telephone and Telegraph Supervisors K. Kimber (suburban area) and R. Traill (country), it plays a highly important part in railway communications. The staff must be able to cope with any emergency as well as expertly install the Department's varied equipment which ranges from the old Morse telegraph (there are still about 100 Morse stations operating) to the latest in teleprinters. The section co-operates closely with that under Line Supervisor H. B. Walker in the same office. Broadly speaking the line supervisor's staff is responsible for the construction and maintenance of the outside telephone and signal lines.



Inspecting selectors at the Head Office Telephone Exchange. When a fault develops, an indicator light glows at the top of the panel concerned and attracts the attention of the mechanic.



Electrical mechanic at work re-locating dictograph cable terminations in an altered section of Head Office. Alterations to offices involve considerable work on the internal communications system. On this particular job fourteen cables of 52 wires each had to be dealt with.

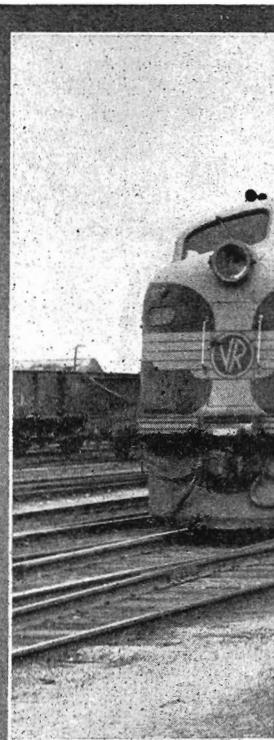


A mechanic adjusts the master electric impulse clock which controls the other clocks in Head Office. Electric impulse clocks, which are also installed in the Flinders-st. offices and Newport Workshops, are serviced by staff from the Depot.

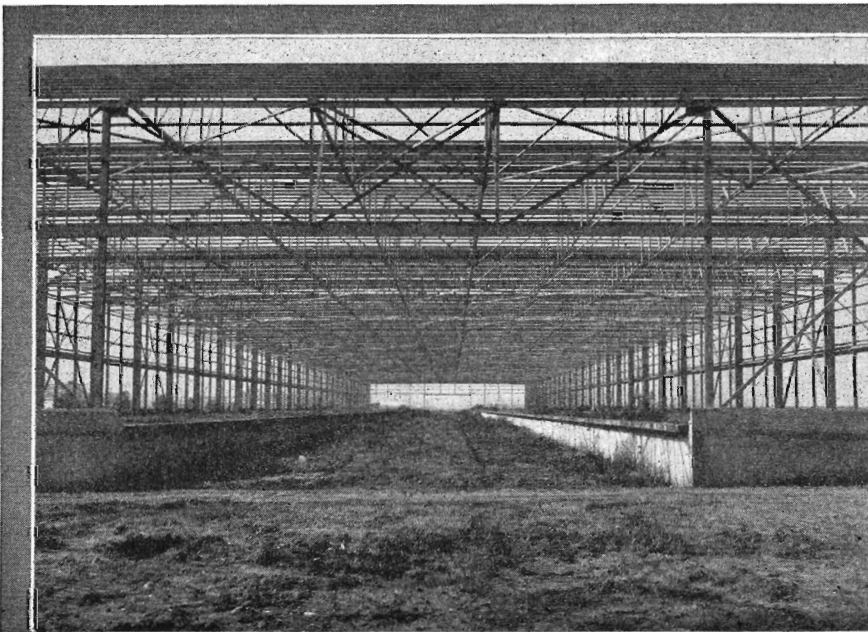
AROUND THE SYSTEM



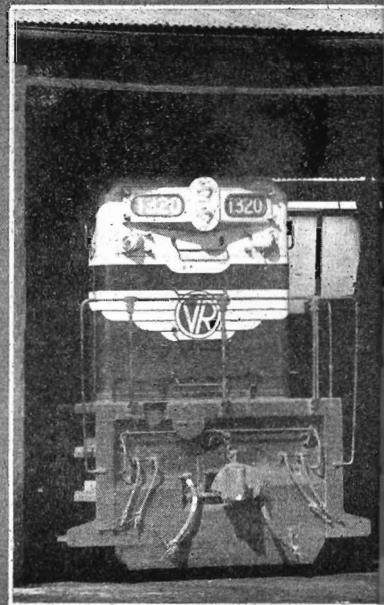
PARLIAMENTARIANS ON TOUR : Some of the Victorian members of Parliament who, recently, made a tour of inspection of the State Electricity Commission's Kiewa hydro-electric scheme. The party left Spencer-st. in a special train hauled by a diesel-electric locomotive.



DIESEL POWER : With freight, the fast goods train. The third diesel...



DYNON'S PROGRESS : The inwards section of the Dynon Goods Depot, on the south side of Dynon-rd., is now taking shape. The roadway area and the platforms, except for drainage and surfacing, are completed, and the building is expected to be roofed by the end of the year.



DOUBLE FIRST : T 320, the first of its kind standing alongside J 530 in the T... J oil burner in traffic. There a...

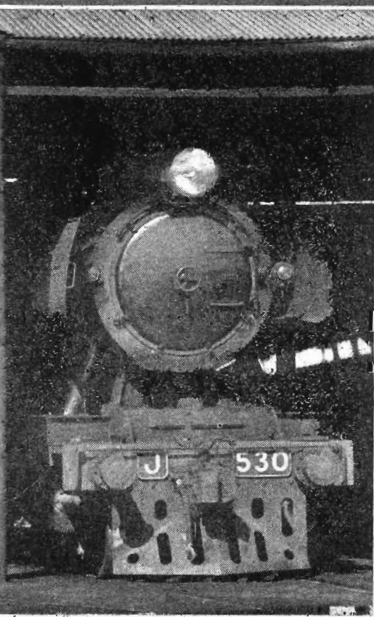


Assignment of car bodies and general from Adelaide leaves Ballarat for Melbourne returning to depot. Photo: W. Juck



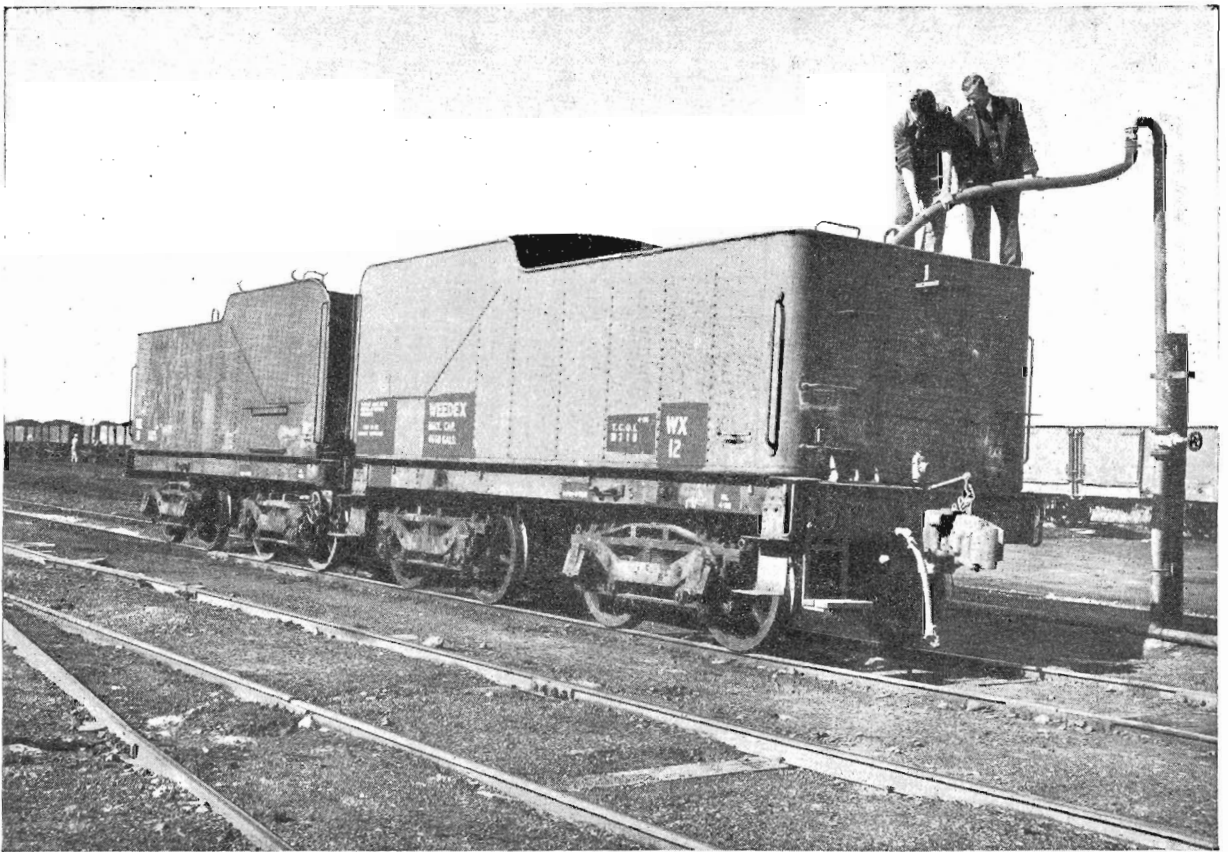
SPIRIT ARRIVALS. These Queensland girls arrived at Spencer-st., recently, to compete in a Tasmanian Vigaro (form of cricket) tourney.

PEAK HOUR RUSH. (below) Busy scenes, such as this at the Elizabeth-st. entrance to Flinders-st. station, are common when the nightly peak hour rush sets in and city workers are homeward bound.



Utility diesel-electrics to go into service. In locomotive shed. J 530 was the first of the new class and 102 oil burners in service. Photo: G. Grant





Filling a Weedex concentrate transport unit.

NEW USE FOR OLD LOCO TENDERS

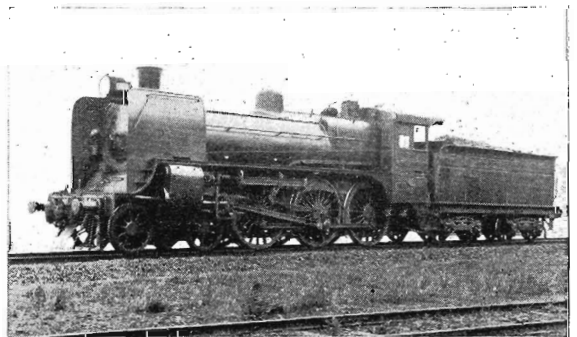
A new use has been found for old A2, C and N class locomotive tenders. They will be used as Weedex concentrate storage tanks to speed up weed killing around the system. Two of the tanks, converted at Newport Workshops, went into service recently, and three more, being reconstructed at Ballarat Workshops, will be completed by the end of this month.

WEEED extermination on railway tracks has to be done as quickly as possible between mid-April and mid-October, and replenishments of the supplies of weedex concentrate have to be sent ahead of the weed killing train. More 7,000 gallon storage tanks were needed for this, and it was decided, recently, to adapt 10 disused A2, C and N class 4,660 gallon capacity locomotive tender tanks.

The tenders have been equipped to run coupled together in a block of two with their inner ends permanently connected by a special draw bar and intermediate buffer. The outer ends are fully auto-coupled, with the swivel coupler locked in the central position. The tanks are not internally connected, each tank being a separate unit, and the liquid is discharged

through the outlet cocks at either end. Weedex tank type manhole covers for filling are fitted, together with shunter's steps and waybill clips. A handwheel type handbrake has been fitted to diagonally opposite corners of the storage units. They are numbered WX 10 and 11 to 18 and 19.

So that the weed poisoning train will be able to operate effectively, the weedex concentrate storage tank units will be placed at strategic points around the system, such as Bendigo, Echuca, Korong Vale, Benalla, Shepparton, Dimboola, Maryborough, Ouyen, Mildura, Hamilton, Camperdown and Traralgon. With the additional storage tanks, the Department will be able to treat practically every mile of country track in the time allowed and during a period when weed growth is best checked.



Typical A2 locomotives, tenders of which were converted to Weedex storage tanks.



A messenger collecting a parcel for delivery.

TUCKED away in a corner of the Electrical Depot Storehouse, Spencer-st., is the Metropolitan Receiving Depot to which the Department's bicycles come from all parts of the system to be diagnosed for repairs. These are done by private contract. After repair, the bicycles are sent to the Spotswood General Storehouse for re-issue. There are all makes, including heavy types built during the last war for the services. They have reinforced front forks, or blades, and weigh 42 lb.

Railway bicycles are given plenty of work at country stations, locomotive depots, workshops and, so on, in speeding up the delivery of messages and small parcels. Each machine is given a Departmental number, with a branch symbol. As example, number V.R. T.45 is used by Traffic Branch staff. Some of the bicycles are acquired from Lost Property Stores. After checking over and, if necessary, repaired, they go into the "pool" at Spotswood.

Most bicycles that come to the Receiving Depot have only minor defects, such as broken chains, damaged pedal cranks and pedals, buckled wheels and bent chain wheels, but, at times, bent frames, broken stays and front forks have to be remedied. After re-conditioning, the cycles are in first class order, and remain so, provided stationmasters, depot storemen and others who are responsible for the care and maintenance of the machines ensure that they are looked after properly.

The racks of bicycles at the Receiving Depot are in charge of Mr. George Snell who gives them almost a mother's care. He has been among bikes since his youth, either as a cycling competitor or an administrator in the world of wheels. He was president and organizer of the Victorian Cycling Touring Association and, at one time, represented seven country clubs on the Council of the Victorian Amateur Cycling Union. He has also judged and refereed.

Mr. Snell believes that rider and cycle should form a combination, and that, if the former values a good friend, he should check the machine every now and then for loose parts and always the tyres for pressure. In this way the railway bikeman helps the Department to keep repair costs down. Actually, the bicycles are almost indestructible, but after 20 years or so of replacement of parts, some have been practically rebuilt. Many of these major repairs to bikes would not have been necessary if maintenance had not been neglected by those who use them. It costs the Department about £600 a year to keep the cycle fleet in good order.

THE RAILWAY BIKE

***E**VEN the humble push bicycle, or velocipede, as it was known in the days of the high-wheeler "penny farthing" pioneer, does a useful job in a railway system. The department has about 100 of them.*



Storeman G. Snell examining a loose cycle chain.

LINES FROM OTHER LINES

New C.N.R. Diesel

THE Canadian National Railways' fleet of diesel-electric locomotives recently gained a new "king" in the shape of a 2,400 h.p. locomotive built in the Canadian Locomotive Company's factory at Kingston, Ontario. It is powered by 12 opposed piston cylinders arranged in a line, and each of its six axles has an electric motor. It is the longest and heaviest diesel unit on the C.N.R., being 66 ft. over couplers and weighing 380,000 lb. It can be coupled with units of the same or other types and of similar or less horsepower.

Singling Main Lines

THE process of reducing existing double tracks to single lines with lengthy crossing loops, equipped with centralized traffic control, is still continuing in U.S.A. The Bessemer and Lake Erie Railroad is singling the whole of its 153-mile main line, and the Grand Trunk Western is planning to single 50 out of its 80 miles of double track on its main line into Chicago.

Proposed Elevated Railway

A private group has put forward a plan for easing traffic congestion in New York City which would involve reversion to an overhead railway system, though of a type considerably less obtrusive and noisier than previous overhead lines. The cost of this ambitious proposal would be about \$1,500 million. The tracks would be elevated on pillars above the

pavements of the streets through which the lines would pass. Lightweight stainless steel cars on rubber tyres, working singly or in articulated trains, would travel at speeds up to 50 miles an hour inside and 70 miles an hour outside the city, and would operate in one direction only over three ring loops. Working would be electric, and stopping and starting would be governed from a central control office, not by drivers on the trains themselves. It is recommended that, outside the city, existing suburban and rapid transit tracks should be used wherever possible, and that the proposed system should replace all existing suburban and outer suburban railways.

Underground Shelter

RECENTLY, a young woman and her two small children made their home for two days and three nights in a New York subway train. A guard first noticed the family on Sunday night, but not until he found them on Wednesday still riding in the same train did he notify the police. Policemen took the family to a rest centre.

Moving Molten Metal

THE first of three special waggons ordered by the Societe Usinor, France, for the conveyance of molten metal has gone into service between Trith and Lourches. The waggon consists of a tank supported at each end on two two-axle bogies,

making eight axles in all. The metal was loaded at a temperature of 1,400° C. and fell by only 110° during the three-hour transit.

Rack Railway Diesels

THE Italian State Railways have taken delivery of 10 Fiat twin-engine 400 b.h.p. diesel-mechanical rail-cars for the Paola-Cosenza and adjacent lines, which have a rack section of 1 in 16, containing a short length of 1 in 13½ gradient. The rack mechanism is used only for braking, previous diesel rail-cars on this line and on rack lines elsewhere having shown their ability to climb these gradients with adhesion-wheel drive only. With operation over such steep grades, braking out of the ordinary became necessary, and actually five systems are included — (a) the Breda automatic continuous brake, (b) Westinghouse straight air brake, (c) an air brake operating through the rack mechanism, (d) a hand parking brake at each end, acting on the adjacent bogie, and (e) an engine brake.

Passed Fireman?

THE Italian State Railways have told Signor Benatti, owner of a small dairy farm near Bologna, that he can make no more butter unless he obtains an engine driver's certificate and takes a medical examination every six months. Signor Benatti uses an old railway engine as a power unit in his dairy because there is no electricity in the area. The Railways have ruled that he is "operating a steam locomotive" even though it has no wheels.

"Sensational" Railway

THE Iranian State Railway, called the "world's most sensational railway," has more tunnels, more bridges and more grades per mile than any other major railway in the world, according to the Foreign Operations Administration of the U.S. Government. The main line runs from the Persian Gulf to Teheran, the capital, and then on to the Caspian Sea, a total distance of about 850 miles. At one point the railway can be seen at five levels on the side of the same mountain, through which it passes twice by tunnel. About 40 per cent. of its freight revenue is from the transport of oil.

Sleepers in Japan

THIRD-CLASS sleeping cars have been revived in Japan after a lapse of 15 years. About 100 third-class sleeping cars will be put into operation. They are scheduled to be connected to every night express on the country's main lines.



A train from Lithgow, N.S.W., climbing the Blue Mountains. The viaduct at the left once formed part of the old zig-zag track across the range. The white patches along the track are excavations for overhead structures for the electrification of the line.

—Photo: G. Grant

Our New Chairman

THE announcement by the Government of the appointment of Mr. E. H. Brownbill as Chairman of Commissioners of the Victorian Railways, Mr. O. G. Meyer as Deputy Chairman, and Mr. N. Quail as Commissioner, was particularly gratifying to the railway staff. That the Government, after inviting applications from the world at large, had decided to appoint to the top post, someone from within, is regarded as a vote of confidence in the efficiency of the Department. Since the appointments were announced, congratulations have been showered on Mr. Brownbill and his two colleagues.

The rise of Mr. Brownbill to the highest position in the service in 31 years is an example of what a young railwayman can do. The son of a farmer at Arnold West in northern Victoria, Mr. Brownbill first attended a little bush State school. Afterwards he went to Inglewood High School, Melbourne High School and, ultimately, to Melbourne University. He joined the Department in 1925 as an engineering assistant after a brilliant University career, subsequently taking his Master of Mechanical Engineering degree with a 10,000 word thesis on improvements to locomotives of the Victorian Railways. He is also a Bachelor of Electrical Engineering. Mr. Brownbill, at 35, was appointed manager of the Newport Workshops in its heyday, when Australia's first air-conditioned train *Spirit of Progress* was built, and continued in that position until 1943. In 1936, at the request of the Tasmanian Government, Mr. Brownbill re-organized many branches of the Tasmanian Railways. At the outbreak of war, Mr. Brownbill held the rank of Lieut.-Colonel in the Royal Australian Engineers, but was refused permission to enlist in the A.I.F. so that he could supervise war work being carried out in the Newport Workshops. He was appointed Assistant Chief Mechanical Engineer in 1943. After the Government, had in May 1949, approved the partial duplication and electrification of the Gippsland line between Dandenong and Traralgon, Mr. Brownbill went with three other senior officers to South Africa to investigate main-line electrification. Mr. Brownbill deputised for Mr. Commissioner Fletcher, when the latter was away on sick leave, and was appointed Commissioner in 1953 on Mr. Fletcher's retirement. Since then, he has taken a big hand in the rapid development of *Operation Phoenix*, including the electrification of the Gippsland line, the new suburban electric trains and the new *Daylight* express service between Melbourne and Sydney. Although, as it were, brought up on the steam engine, he has marched with the times and the diesel-electric locomotive. But he never fails to emphasize that steam will remain an important motive power for many years to come.

A practical railwayman with the human touch, Mr. Brownbill says he is very conscious of succeeding to a line of great railwaymen, from Sir Harold W. Clapp onwards. Those who have followed his career from his University days, know that the Brownbill era will be a most fruitful one.

The Deputy Chairman

THE Deputy Chairman, Mr. Meyer, the son of a railwayman, was Director of Mechanical Engineering in the Rail Standardization Division of the Commonwealth Department of Transport when he was appointed a Victorian Commissioner in January 1950. His railway life began when he gained a mechanical engineering cadetship with the N.S.W. Railways, in 1926, which covered all phases of workshop experience, design and testing. At the same time he worked on a diploma course (successfully completed in 1931) associating himself in particular with the construction of C36 class locomotives. At the outbreak of the last war, Mr. Meyer joined the A.I.F. with which he served for six years, rising to the rank of Colonel. He was twice mentioned in dispatches, and for his work as Deputy Director of Works



The special curtain device that was used in the unveiling of L 1150 (R. G. Wishart), and the Australian Railway Society's plaque erected at No. 1 platform, Flinders-st., to commemorate the running of Australia's first steam train to Sandridge (now Port Melbourne) on September 12, 1854, was invented by Mr. Robert Lethlean, of the Rolling Stock Drawing Office. With Mr. Lethlean (right) are his two colleagues, Mr. Colin Donaldson and Mr. Andrew George.

and Stores at Morotai he was awarded the O.B.E. Later, he became Director of R.A.E. at A.H.Q. In 1946 he was appointed Assistant Director of Civil Engineering in the Commonwealth Standardization Division under Sir Harold Clapp. The following year, as technical adviser to the Commonwealth Government, he attended the International Labour Organization Transport Committee Conference in Geneva, after which he went to England, Europe and America to investigate general technical and modern trends of railway transport. In 1949, Mr. Meyer was again sent overseas as consultative adviser to the Victorian Government, with special reference to diesel-electric locomotives, and for the Commonwealth Department of Transport to study further developments in rail transport. After serving on the committee of the Institute of Transport in Victoria, Mr. Meyer was elected to the Chair of that organisation in 1954 and is the present chairman. In this capacity, lectures to public bodies have enabled people to obtain a better understanding of railway and transport problems.

Mr. Commissioner Quail

MR. QUAIL, who was appointed Secretary in November 1949, joined the Department as a junior clerk in the then Transportation Branch, in 1910. He enlisted in the first A.I.F. in 1916 and was awarded the Military Cross in France. Soon after resuming in the Department he became personal clerk to the Chief Electrical Engineer, and then staff clerk of the Branch. His success in this post led to his transfer to the Secretary's Branch, as senior clerk to the Staff Board. Thence he graduated through a number of senior positions to become Chairman of the Staff Board in 1947. An active member of the Legacy Club, Mr. Quail is keenly interested in the welfare of ex-servicemen and their families. His extensive administrative experience and intimate knowledge of the system make him an invaluable member of the railway triumvirate.

The New Secretary

THE new Secretary for Railways, Mr. J. L. Timewell, started his career, as a junior clerk, in 1908 at Melbourne Goods. A few months later he was transferred to the Secretary's Branch, and has occupied positions in every section of the branch during the intervening 47 years. For some time before the outbreak of World War One he was a member of



Train Examiner Atchison with the Wodonga Depot crew of X 31 which was about to leave Albury for Melbourne with a fast freight train. Left to right: Train Examiner H. Atchison, Driver T. B. Smee and Fireman S. Cupa.

—Photo: L. F. Holmes

the railway staff attached to the Crown Solicitor's Office. Mr. Timewell served overseas with the Australian Flying Corps, the forerunner of the R.A.A.F., and on demobilization, returned to the Secretary's Branch. In 1923 he was appointed personal clerk to the then Secretary, Mr. E. C. Evers. In 1927 he began his long association with Commissioners, first as personal secretary to Commissioner W. M. Shannon, and then with Mr. (later Sir Harold) Clapp. He was Commissioners' Secretary before his appointment as Commissioners' Special Officer in 1938, and in 1947 he became Commissioners' Representative (Transport Regulation). When Mr. Quail was appointed Acting Commissioner following the death of Mr. R. G. Wishart in November last year, Mr. Timewell became Acting Secretary.

Staff Ball

MESSRS. FRANK KILLEEN, Frank Storan, John White and John Conheady are four enterprising young railwaymen who are organizing a staff cabaret ball at the Palais de Danse, St. Kilda, on Wednesday, August 1. There will be dancing from 8.30 p.m. until 1.30 a.m. A single ticket is 25/-. The president of the ball committee is Mr. Storan, and the ticket secretary is Mr. Killeen (auto 1260). If the ball is a success, and there is every reason to believe it will be, other functions will be planned so that young men and women, and others, not so young, on the railway staff, can get to know each other better.

Thanks

FOR gifts to the children and for musical items by the Newport Workshops Band, when members of the railway auxiliary visited the hospital, recently.

—Dr. D. Galbraith, medical superintendent, Royal Children's Hospital, Orthopaedic section, Frankston

To station staff at Mildura for transport arrangements for more than 250 Mildura children who attended the Lord Mayor's holiday camp during the summer.

—A. D. Harvey, Shire Secretary

For "the perfect timetable" and efficient transport arrangements, generally, for General Motors Holden Ltd. picnic at Bacchus Marsh, recently.

—S. B. Bent, secretary, G.M.H. Sports and Social Club

For the recovery by railway staff of a watch which was found wedged behind a seat in the 5.15 p.m. rail motor from Geelong.

—Hazel Harrison, Ballarat

For the efficient transportation of Jehovah's Witnesses to a recent assembly in Sydney. Tourist Bureau staff, train crews and all others concerned in the delegates' transport were "friendly and co-operative".

—J. McBain, Ashburton

Moreland's A.S.M. Retires

ANOTHER railwayman farewelled at the V.R.I. recently, was A.S.M. W. ("Bill") Ryan of Moreland, who retired after 43 years' service. A.R.U. officials and representatives of firms who appreciated his efficient and courteous service were present. He was presented with a gold wristlet watch and a wallet of notes, and a crystal salad bowl for his wife.

Eloquent Advocate

MR. J. W. O'DONOGHUE, who had been a member of the Staff Board since 1951, retired recently on account of ill health, after 47 years' service. For 14 years he was the Department's Industrial Advocate, which position he filled with outstanding efficiency. Mr. O'Donoghue joined the service as a junior clerk in the Way and Works Branch. In the 1930's he was lent to the Secretary's Branch, and transferred permanently in 1936.

At Mr. O'Donoghue's farewell, Mr. Commissioner Quail said that no one could have devoted himself more thoroughly to his job or been more loyal to the Department. "He worked extremely hard in the industrial field; indeed he never spared himself, and he built up a reputation second to none." Mr. Quail's eulogy was echoed by the Chairman of the Staff Board (Mr. P. Farnan), the Chairman of the Classification Committees (Mr. L. G. David) and the Acting Industrial Advocate (Mr. C. S. Morris).

Mr. O'Donoghue was presented with a wallet of notes by Mr. Quail.

Early Spirit Driver

MR. T. N. KIMPTON, enginemen's instructor at Geelong, who has retired after 45 years' service, was one of the early *Spirit of Progress* drivers. He began as an engine cleaner at Seymour, where he qualified as fireman and driver. He went to Geelong as night depot foreman, and graduated to engineman instructor. At his farewell, he was presented with a clock mantel radio, an arm chair, and a handbag and gloves for his wife. Mr. Kimpton has settled down to gardening and fishing.



Chris Lalor, clerk in the Traffic Branch at Echuca, has been in the railways for 14 years. He joined as a lad porter at Burley, and after further service around the suburbs went to Kerang, Murtoa, Wodonga and Wahgunyah. He has been secretary of the Echuca South football club, secretary of the local branch of the A.L.P. and secretary of the H.A.C.B.S. His father, Mr. Michael Lalor, was stationmaster at Bendigo when he retired, and a brother Michael, is a clerk at Bendigo.

Ascot Vale's S.M. Retires

SCOTTISH born John Downie was one of the Department's new railwaymen in the early 1900's. He joined the North British Railways in 1906, but emigrated to Australia three years later and, settling in Melbourne, he naturally came to the Victorian Railways. He became an operating porter at Hawksburn in 1913 and, a year later, enlisted in the first A.I.F. On discharge, he rejoined the then Transportation Branch for clerical duties at Hawthorn and Newmarket. He became a stationmaster in 1921 and, after a period of relieving, he was in charge at Kaniva, North Mirboo, Erica and Melton before being transferred to Ascot Vale, in 1936, from which he retired recently. Several ex-railwaymen went to Ascot Vale for Mr. Downie's farewell at which he was presented with a combination standard lamp and smoker's stand. One of the speakers, Mr. E. Butterworth, an Ascot Vale businessman, on behalf of the local tradespeople, thanked the retiring S.M. for his courtesy and efficient service.



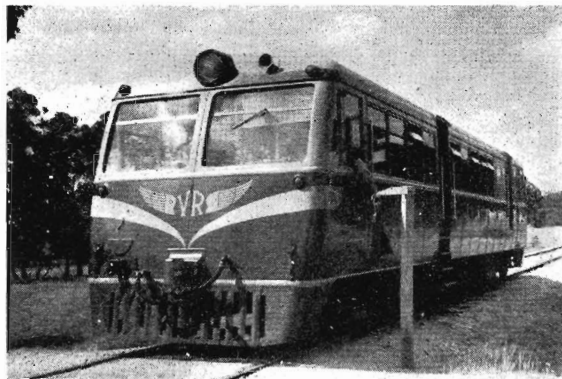
Shunter Gil Waters has been at Echuca for about 10 years. He transferred from the Rolling Stock to the Traffic Branch and was a labourer in the Goods Sheds and a signal porter before he became a shunter. He was secretary of the Moama Football club for seven years. In the last war he was with the 2/8th Armoured Regiment.

Family Record

MR. E. J. BURNS, who retired recently as bookkeeper at Melbourne Goods, spent most of his departmental career there and at the Melbourne Yard, and occupied a number of important positions. Mr. Burns takes considerable pride in his family's record: 12 railwaymen and women in three generations. His father was an electric suburban guard and his mother was caretaker at North Essendon (now Strathmore) for a number of years. Three of his brothers were in the Department and another still is, two married daughters have worked for the railways, two other daughters are still there, and one son was, for a time, in the Rolling Stock Branch. In his younger days Mr. Burns won the Pascoe Vale football club's best and fairest medal and was junior champion (running) at St. Patrick's College.

Began As Lad Labourer

STOREMAN-IN-CHARGE GEORGE STEWART, who retired recently after 50 years' service, began as a lad labourer, and subsequently became a storeman in the Rolling Stock Branch before joining the Stores Branch in 1928. He was at various country depots, and at Ballarat Workshops, before going to North Melbourne Locomotive Depot as storeman-in-charge. Mr. Stewart was union representative on the Storemen's Classification Committee for 10 years and a foundation member of the A.R.U. Railwaymen from Mildura, Ballarat, Hamilton and other country centres were among those who attended his farewell at the V.R.I. The Comptroller of Stores (Mr. F. Orchard) presented Mr. Stewart with a wallet of notes.



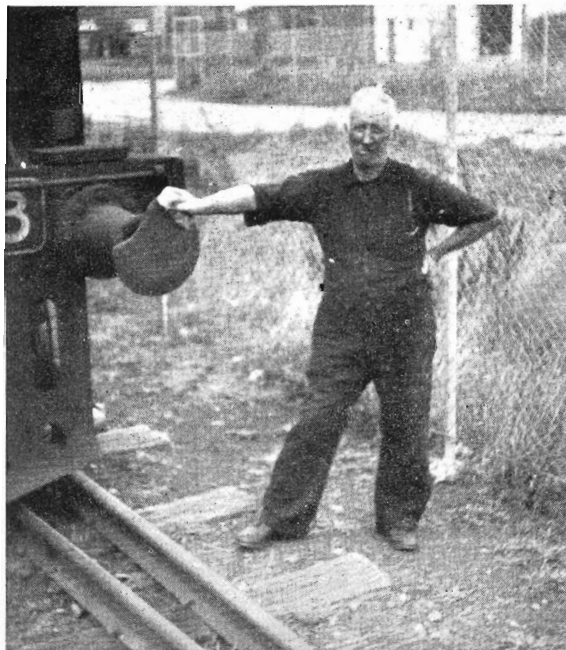
Driver J. Flowers collecting a grazier's mail at the roadside between Ben Nevis and Ararat. The 102 h.p. diesel rail-car runs daily between Maryborough and Ararat. —Photo: T. Murray

War Veteran Retires

MR. R. (Bob) WILSON, bridge ganger, who retired recently, spent the whole of his railway life in the north-east district. In recent years he has been on the Way and Works staff at Benalla headquarters. Mr. Wilson joined the railways after active service with the A.I.F. on Gallipoli and in Palestine, France and Belgium. He was on the troopship *Southland* when it was torpedoed off Lemnos in September 1915. His workmates presented him with a travelling rug and bag.

Bush Fire Fighter

LINE Foreman Gordon L. Bancell, who retired recently, after 45 years' service, was specially commended for his bush-fire fighting work in the Beech Forest area in 1919. He joined the Department as a supernumerary lineman in 1911, when the pay was 9/- a day, and rose through the various grades of lineman-in-charge and line-sub-foreman to line foreman. At his farewell, he was presented with a wallet of notes by the Signal and Telegraph Engineer, Mr. G. F. Woolley.



Driver E. Berry, who spent 40 years on the footplate, at one time drove trains on the Mornington line. He is here seen standing beside K178, on the day he retired from the service at Frankston. —Photo: N. E. White



The Victorian tennis team in the recent carnival at Hobart. The matches were played on the Southern Tasmanian Association's porous courts. South Australia, Western Australia, N.S.W., Queensland, Tasmania and Commonwealth Railways also took part in the tourney. Back row (left to right) : E. Grant (clerk, Way and Works Branch, Head Office), D. McKimmie (electrical fitter, Northern Lines), K. Williams (signalman, Thornbury), A. Hargreaves (Institute representative), M. Harford (clerk, North Melbourne Loco.), F. Jones (A.S.M. Little River), M. Barker (A.S.M. Balaclava). Front row : I. Zotti (capt., works ganger, Yea), R. Carmichael (A.S.M., Robinvale), H. W. Jones (mgr., storeman-in-charge, Spotswood General Store), B. Cheatley (junior clerk, Road Foreman's Office, Ballarat), T. Fitzgerald (shunter, Wodonga).

SPORTS

Port Fairy's First-Up Win

THE ninth series of country week bowls was one of the most successful yet held. So many teams entered for the 4's championship that it was divided into eight sections. The matches were played at Albert Park and Middle Park greens. Winners at Albert Park were Port Fairy, Ballarat No. 5, Bendigo No. 3 and Maryborough Rolling Stock. At Middle Park, Ballarat No. 2, Bendigo No. 2, Maryborough Traffic and Seymour No. 3 were successful. Quarter finalist winners were Port Fairy, Ballarat No. 2, Ballarat No. 5 and Maryborough Traffic, and in the semi-finals, Maryborough Traffic defeated Ballarat No. 5 and Port Fairy were too strong for Ballarat No. 2. The final was won by Port Fairy. It was a most meritorious win as it was Port Fairy's first attempt at championship honours. The pairs championship was won by J. White and S. Williams, of Ballarat, who defeated F. Welford (Yarram) and T. Jenkins

(Bendigo) 16-11. The consolation 4's was such a popular event that it had to be divided into four sections, each of six teams. Section winners were Ballarat No. 4, Bendigo No. 1, Geelong No. 2, Wangaratta No. 1. The final was won by Ballarat No. 4. Much interest was shown in the singles championship which was keenly contested in the preliminary rounds. The quarter final winners were T. Jenkins (Bendigo), Andy Polson (Ballarat), J. Anthony (Maryborough), and W. Earles (Ballarat). In the semi-finals, Polson defeated Jenkins (13-12); and Anthony downed Earles (17-13). In the final, Polson showed his class by defeating Anthony (26-14).

Ace Railway Bowler

ANDY POLSON has had remarkable success as a railway bowler. In his eight appearances in the singles championship, he has reached the finals on six occasions and has won the title five times. He has also held the Social Bowling Club's singles championship for two years and, in Brisbane, in 1952, he won the coveted champion of champions event, defeating the best

bowlers from all the Australian railway systems.

The visiting country bowlers were welcomed by the general president of the Institute (Mr. R. C. Burgess) and the president of the Social Bowling Club (Mr. L. J. Williamson). The trophies were presented by Mr. Commissioner N. Quail.

Promising Tennis Player

APPRENTICE Fitter and Turner Ron Sutton, of Ballarat, is a very promising tennis player. He was a member of Ballarat's B grade team at country tennis week tournament, but when Ballarat A, a man short, had to meet last year's premiers (Yarrowonga), Sutton was promoted to senior ranks. Teaming with Ballarat's captain, Tom Mayberry, Ron dropped only one service in five sets and was a big factor in Yarrowonga's defeat. The latter team included country champion, Pat O'Kane. Ron, who is 18, plays for Black Hill in the local pennant competition. He keeps fit for tennis by playing table tennis and as a boundary umpire in the football season.

VICTORIAN RAILWAYS

NEWS LETTER

JULY



1956

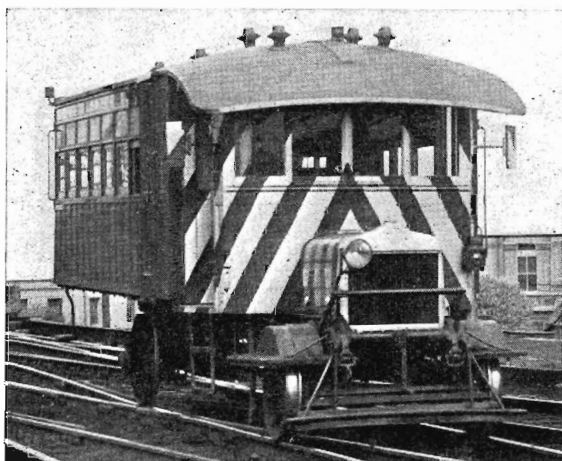


THE MONTH'S REVIEW

Beetle's Last Trip

RAIL-MOTOR No. 9, or *The Beetle* as it was more affectionately known to those who travelled in it between Somerton and Fawknor for many years, made its last trip recently when the non-paying service was discontinued after being granted a number of reprieves. Regular travellers agreed that, although the old rail-motor was certainly not the last word in comfort, she had a reputation for reliability. Residents of the district now have a bus service which links with the North Coburg tram, but those who find it more convenient to travel by train can do so as the bus stops are within short walking distance of Fawknor and Merlynston stations.

The Beetle, which went into service 32 years ago, was an improvement on the A.E.C. rail-motor which was introduced on June 26, 1922, on the 16-mile route between Merbein, Mildura and Redcliffs. Driven by a 45 h.p. engine, and seating 43 passengers, the motor car hauled a trailer coach which carried 12 passengers and two tons of freight. The motor chassis was bought from Associated Equipment, England, in 1921, and adapted at Newport Workshops for rail tracks and fitted with a body. The rail-motors proved such a success that the fleet was increased. By 1926, more than 20 branch lines routes had a rail-motor service.



The Beetle

National Service

IN peace or war, the railways are the backbone of the country's transportation. During the year, trains take thousands of national service trainees to and from camp. Apart from troop transportation, the railways do a never-ending job for national defence. Food, equipment and stores in fact everything an army needs to function are carried by rail. Recently the Department moved two Centurion tanks, used as recovery vehicles, to army training camps. They were transported on 60 ton 10 ft. wide flat-top trucks. The recovery vehicles are equipped with blades and are used as bulldozers to extricate tanks whenever they become bogged or it is necessary to tow them after a breakdown.

Long Live-Stock Haul

ONE of the longest hauls of live-stock for some time was completed recently when 51 truck-loads of sheep (about 6,000 head) reached the little Mallee township of Berrilwillock after a journey of more than 700 miles from Girilambone, Byrock and Bourke in the Western Plains of N.S.W. The Mallee buyers were obliged to go far afield to purchase sheep for re-stocking as farmers in this part of

Victoria have had extremely good seasonal conditions and lush pastures. The special live-stock train arrived at Tocumwal on a Saturday and, the next day, the sheep were re-loaded into a J class locomotive-hauled train as far as Echuca, where a B class diesel-electric mainliner took over to Wycheproof. A J class locomotive was then used to bring the train to its destination. The stock train arrived on time at Berrilwillock with the sheep in excellent condition.

The Overlander

ONE hundred and seventy horses, which were bought by horse buyer Jack Mortimer in the Streaky Bay area on the shores of the Great Australian Bight, had an adventurous journey before reaching their destination—Newmarket. They were overlanded across desert country to Port Augusta and Tailem Bend, and then railed to Bordertown. From there, they were walked to the Victorian station, Miram, on the Melbourne—Adelaide line, and after being spelled for a fortnight, were railed to Newmarket. While at Miram, the horse buyer made good use of his spare time by breaking in horses for graziers in the Kaniva district.

Inspiration

SYDNEY composer Miss Miriam Hyde (Mrs. Marcus Edwards) has found train travel both pleasant and profitable. She says she enjoys train trips, short or long, because they give her time to think about music and work out new compositions. Miss Hyde owes one of two prizes won in a recent composers' competition to a train journey from Queensland. She had travelled by air to Brisbane to lecture at a musical conference and decided to travel home by train. During the trip she worked out the theme for an oboe solo, "Nightfall and Merrymaking". It was in the judges hands 13 days later and won a £50 prize. "It might never have been written if I had travelled by plane", said Miss Hyde.

Voice From The West

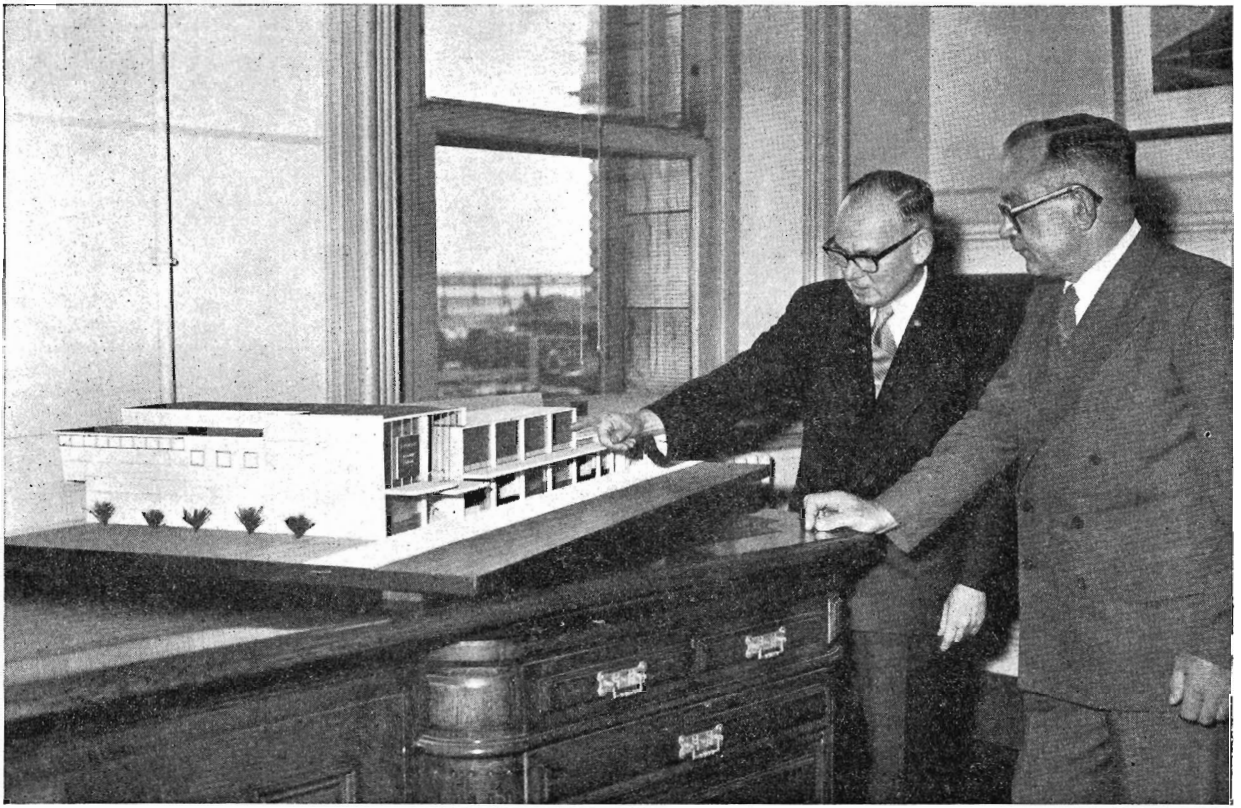
PLEASANT memories of happy days spent with locomotive drivers before he left Victoria to settle on the land in Western Australia were recalled to Mr. Harold E. Parsons, farmer, of West Pingelly, by the *March News Letter*. He was particularly interested in an article on the history of the Rosstown Junction Railway—a railway without trains. Mr. Parsons writes: "I used to live at Caulfield and knew every mile of that old line. Many times I climbed the sugar works building at Rosstown, and, as I write, I have in front of me a photograph taken of it in 1907. Looking at the picture of the subway between Glenhantly and Ormond it is difficult to reconcile the place with the spot as I knew it. It was then only sand and heath, with rusty rails showing up in odd places".

Mr. Parsons added that as a railway fan, in his youth, he attended classes on the Westinghouse Brake. "Railways have been more than a hobby to me. Before I left Victoria they were my main interest in life", he says.

FRONT COVER

Telephonists, especially from the public relations angle, are most important members of the railway family. First impressions count a lot, and it is the cheerful, helpful voice of the switchgirl that does so much to promote friendly reaction by the public.

Our front cover this month shows Head Office exchange telephonists answering inward public calls, about 3,000 of which are handled between 9 a.m. and 5 p.m. daily. Close by is another switchboard, through which come calls from all parts of the system.



The Chairman (Mr. E. H. Brownbill) right and the Chief Civil Engineer (Mr L. A. Reynolds) inspect a scale model of the new station building for Richmond. This model was built by the Commercial Drafting Section.

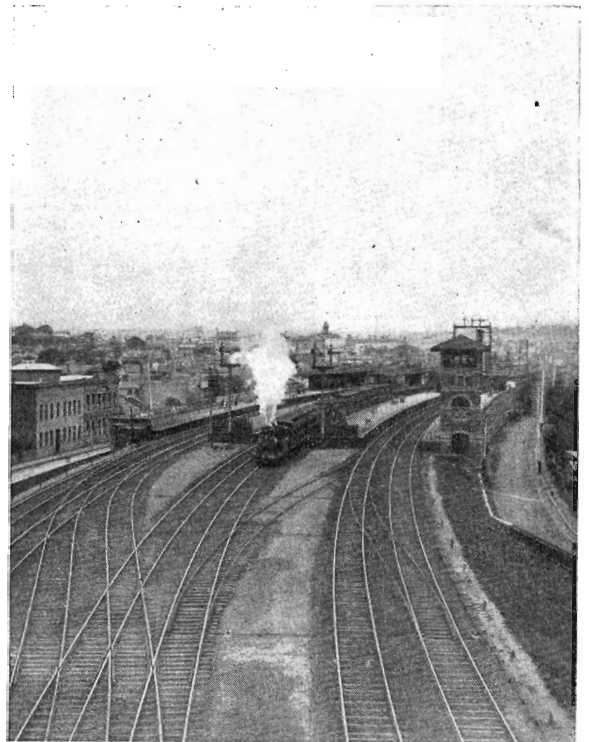
NEW RICHMOND STATION

COMPLETE rebuilding of Richmond station, with five island platforms giving ten faces to replace the existing six faces, is necessary to provide additional tracks for the Caulfield and Box Hill lines. This rebuilding involves the complete reconstruction of the bridges carrying the tracks over Punt-rd. and Swan-st. and the building of new retaining walls.

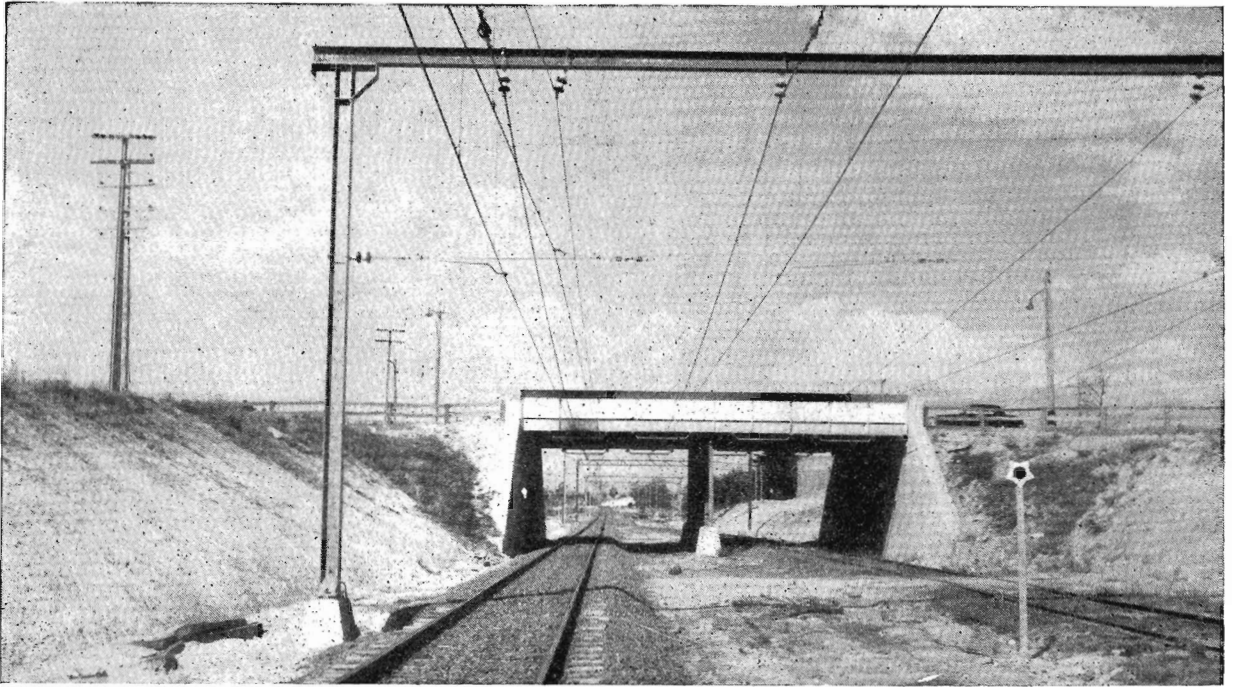
The new station will have its main entrance in Swan-st., to the west of the new bridge over that street. Alternative entrances will be provided—one by steps and one by ramp—both leading to the concourse where the usual booking facilities, staff room and conveniences will be provided.

From the concourse a subway will lead underneath all the tracks, with ramps leading to the island platforms. It will be connected, on the north side, to Stewart-st., to form a secondary entrance to the station. On the west side of Punt-rd., a subway with ramps will give access to the platforms and permit patrons from the sports grounds to reach the station without having to cross the heavy vehicular traffic in Punt-rd. Because Richmond is a major interchange station for passengers transferring from one line to another, a centre subway will connect platforms to avoid the general flow of traffic into and out of the station.

Plans also provide for a large professional room or club-room (which would be for hire), seven lock-up shops, and ample storage space for railway use. At the rear of the shops, space is provided for unloading of vehicles to service the shops, and storage space for the tenants.



Richmond station prior to electrification of the suburban lines.



Morwell road bridge from the railway line. Two level crossings and two footways were replaced by a pedestrian subway and overhead bridge.

LEVEL CROSSING ABOLITION

ELIMINATION of level crossings is progressing steadily under the special committee appointed after the establishment of the Level Crossings Fund two years ago.

WORK has already begun at Heidelberg-rd., Clifton Hill, and Frankston-rd., Dandenong, crossings and a start is about to be made at Napier-st., Footscray. Overhead bridges will replace the crossings at Clifton Hill and Dandenong, and a subway will take the place of the gate protected crossing at Napier-st., Footscray.

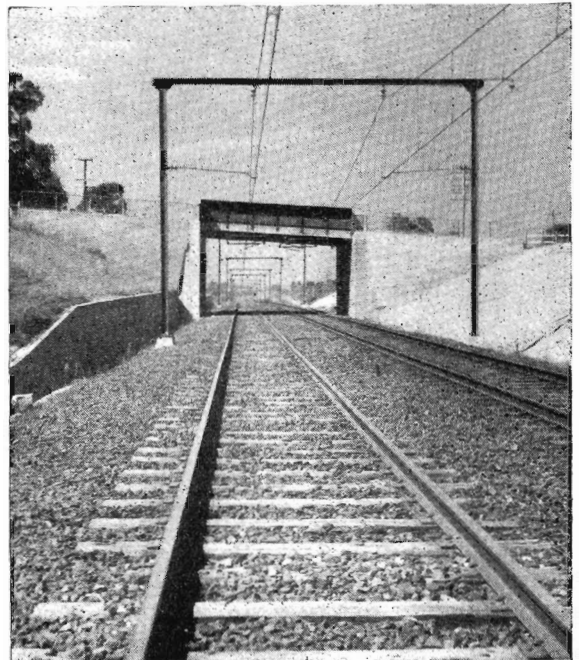
Considerable progress has been made by the Country Roads Board towards the completion of road deviation schemes to enable road users to by-pass crossings at Yan Yean, Glenrowan, Mernda, Clunes and Woodvale.

Since July, 1954, five open level crossings—two at Morwell, two at Garfield and one at Corio—have been closed and alternative access over the railway has been provided.

At Corio, grade separation of road and rail is being made as part of the Country Roads Board's Geelong-rd. development scheme. In addition, arrangements are also in hand to close the crossing at Huon.

When the C.R.B.'s road deviation programme, now being undertaken, is completed, eight level crossings will be by-passed, and it may be possible (local requirements permitting) to close others.

At Morwell, the two level crossings and two footways were replaced by a pedestrian subway and overhead bridge.



The Garfield overhead bridge and a pedestrian subway replaced two subway crossings on the Gippsland line.

At the same time, the existing overhead bridge at the "up" end was widened and rebuilt, and the local council, with money provided by the Latrobe Valley Development Committee, continued the subway to give access to the station and the shopping centre on the other side of Prince's Highway.

The two Garfield crossings gave way to a pedestrian subway and an overhead bridge. At Drouin, a pedestrian subway replaced the level crossing at the "up" end of the station, and the narrow bridge at the "down" end was reconstructed and widened.

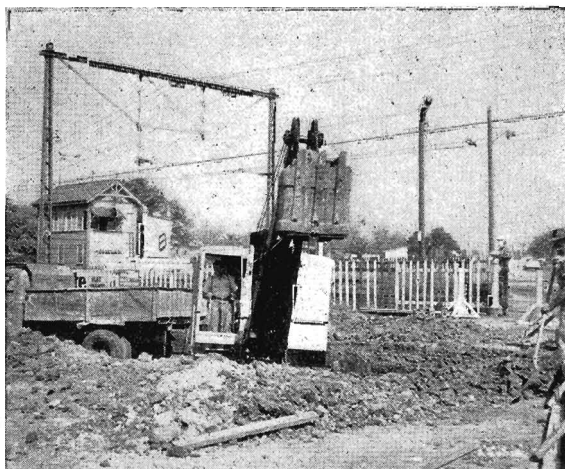
For many years the Railways Commissioners endeavoured to persuade successive Governments to approve a policy for the gradual abolition of railway level crossings, but it was not until 1954 that a fund was established so that work could be started. An amount of £250,000 was allocated, and arrangements were made to pay into the fund annually one-third of certain motor car fees, to meet the cost of the work, not only of eliminating level crossings, but to provide alternative roads so that traffic can by-pass certain crossings and reduce generally the hazards at others.

A special committee, comprising representatives of the Railways, Country Roads Board and Public Works Department, approved and submitted recommendations regarding works to be done. A priorities scheme took into consideration hazards at crossings, the extent of road and rail traffic and the delays where railway gates were installed.

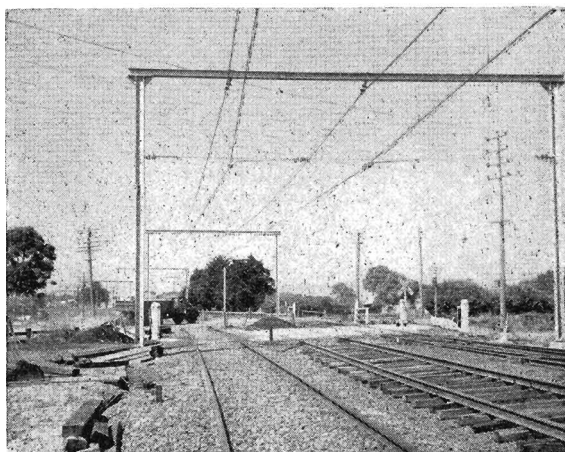
The constructing authority for each work is determined by the relative importance of road and rail traffic. In some cases it is the Country Roads Board, in others the Railway Department. About 50 per cent of the money comes from the Level Crossing Fund; the Country Roads Board and the Railways share the rest.

Apart from 260 level crossings equipped with gates, there are 3,300 open crossings in Victoria. It will thus be realised that elimination of all crossings would be impracticable on the score of expense.

However, the policy of making a start on crossings needing the most urgent attention will, if pursued, produce good results in the next few years.



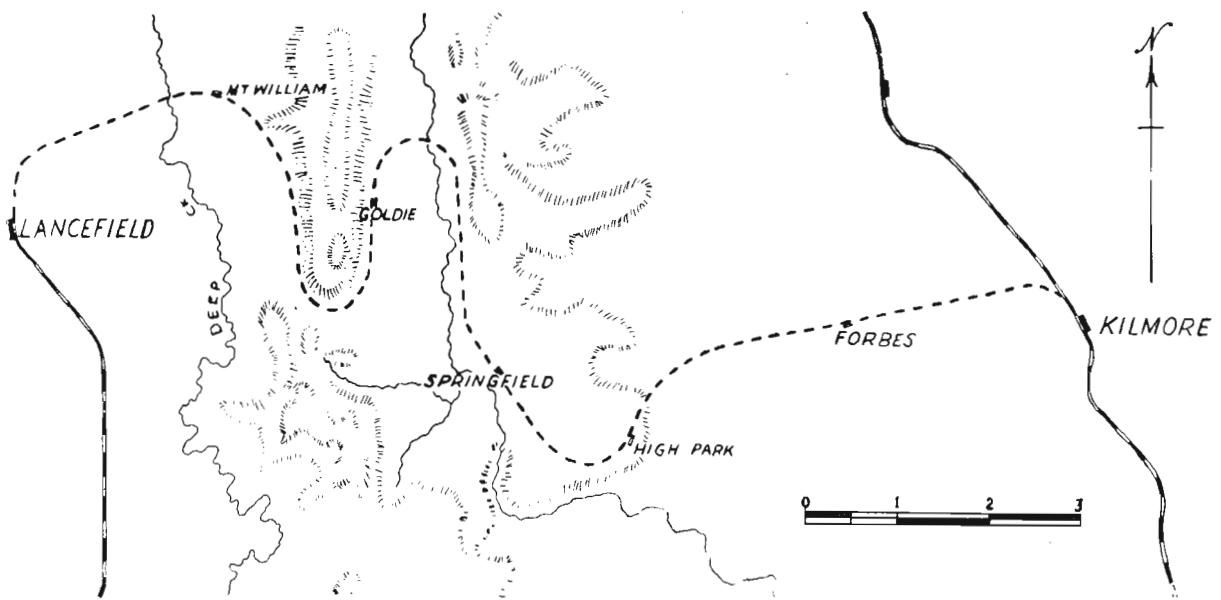
Start of the work at the Heidelberg-rd., Clifton Hill, crossing.



The Heidelberg-rd., Clifton Hill, and Frankston-rd., Dandenong, crossings will be replaced by overhead bridges.



Moe road bridge from the south side. It was one of the important bridge projects undertaken during the electrification of the Gippsland line.



Route of the old Lancefield-Kilmore line. Many of these lines, built after the passing of the "Octopus" Act of 1884, were cross-country links from one major route to another.

SHORT-LIVED CROSS COUNTRY LINES

THE old Lancefield-Kilmore line was one of the unprofitable railways built as a result of the passing of the great "Octopus" Act of 1884 which authorized the construction of more than 60 lines throughout Victoria.

MANY of these lines were cross-country links from one major route to another. They were either years ahead of their time, or were doomed to financial failure before they were even authorized. Departmental and other expert opinion advised against them, but the Government of the day over-ruled or ignored the objections.

Subsequent results showed that the opposition to cross-country lines was completely justified. Ten years after the passing of the "Octopus" Act, it was found that on 31 sections of railway, totalling 509 miles, the earnings were not sufficient to cover even working expenses.

When the Lancefield-Kilmore line was proposed, the then Minister of Railways opposed its construction, but he was overruled by his Cabinet colleagues. The line—18½ miles long of single track—was planned to join the northern and north-eastern main railways, providing a cross-country feeder service. Construction costs of nearly £118,000 included five stations—Mt. William, Goldie, Springfield, High Park, and Forbes.

Traffic began on April 6, 1892, and a regular service continued until June 1, 1897, when the line was closed owing to lack of business. Some time later, at the request of local residents, special trips at irregular intervals were run for the carriage of local produce when the loading was sufficient to pay working expenses. This service operated only to Mt. William and Goldie stations. The arrangement proved unsatisfactory, and the line was re-opened for regular traffic on February 6, 1900, with a one-day-a-week trip. Special "extra local" rates were charged for carriage of goods.

The new service again proved unprofitable to the Department and unsatisfactory to the district. On July 15, 1903, the line was once more closed for traffic and the Commissioners

recommended that it be dismantled. Six years later the matter was referred to the Parliamentary Standing Committee on Railways for investigation and its report, dated May 12, 1909, recommended that the line be dismantled. This was carried out in subsequent years.

The president of the Victorian division of the Australian Railway Historical Society, Mr. C. D. Gavan Duffy, who is best known to Victorian railwaymen as a safeworking authority, made many trips on the Lancefield-Kilmore line with his father, at one time the Member for Dalhousie. He recalls that the five stations, except High Park, had some one in charge; probably a gatekeeper, as there were 17 crossings equipped with gates. On March 27, 1893, all the stations became no-one-in-charge, and when he first travelled the line there was not a gate on it except at Kilmore.

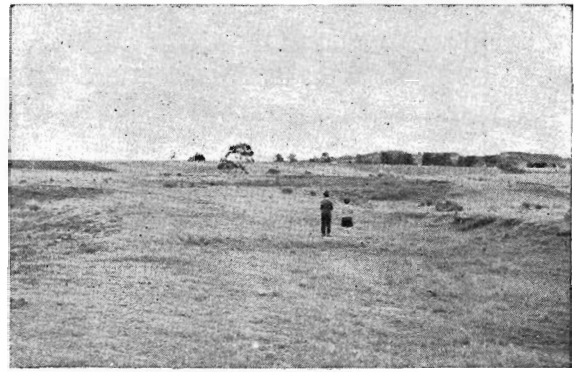
After leaving Lancefield, the line fell at a heavy gradient, mostly 1 in 40, to cross three bridges and then the Saltwater River. After this crossing, the line climbed for three miles, nearly all 1 in 40, to Goldie Gap, where road and rail both crossed the Dividing Range (1,733 ft. above sea level). Mt. William station was at the top of the first steep pinch and was situated on a curve—one of the only two on the pull up to the Gap, but by those two curves the line doubled back on itself. There were, however, rock cuttings.

Fall from the Gap was much longer, extending practically the whole 13 miles to Kilmore, but there were many stretches of level going. Coming down the Range was a number of curves, but after crossing Deep Creek these gradually ended, and the last four miles were straight until the curve into Kilmore.

When the line was opened, a six-lever interlocking frame was installed at Kilmore, working home and distant signals



Site of the junction at Kilmore of the Lancefield-Kilmore and Heathcote lines. The tree (left) is on the alignment of the old line.



Site of High Park station (looking south).



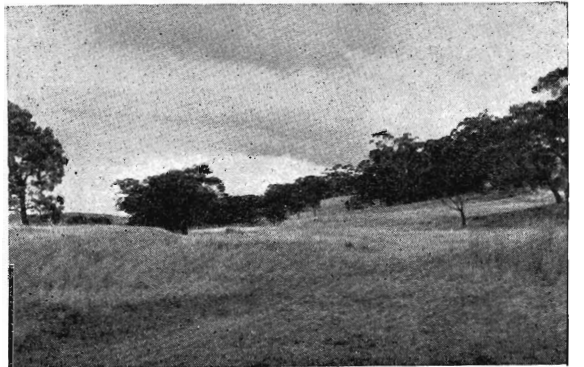
Cutting on 1-40 curve between Mt. William and Goldie.



Mt. William station was here at the top of the first steep pinch on the line (looking east).



Where the old Springfield station stood.



Site of Goldie station.

on both lines, but not the points. There was an "up" home signal at Lancefield.

With Commissioners' permission, Mr. Gavan Duffy made several trips on the footplate of the line's locomotive (it was generally W 229 or S 197). "While the trips between Lancefield and the Junction were welcomed, Tuesday's run was always the highlight", said Mr. Gavan Duffy. "I would arouse the echoes of the Dividing Range with the whistle of the little S class loco, until driver Joe would remind me that perhaps I'd better spare him a little steam to get over the Gap." Mr. Gavan Duffy added that at times the loco got down to walking pace climbing the Gap, but always managed to complete the journey. Wandering stock on the line added to the worries of the driver.

On another occasion, the old R loco hauling a circus train from Lancefield to Kilmore made such heavy work of a big load that the clown suggested it might be a good idea to unload the elephant as an aid to the struggling engine!

Mr. Gavan Duffy recalls that, when the line was dismantled, a short length was retained for some time at the Lancefield end for firewood loading.

AROUND THE SYSTEM

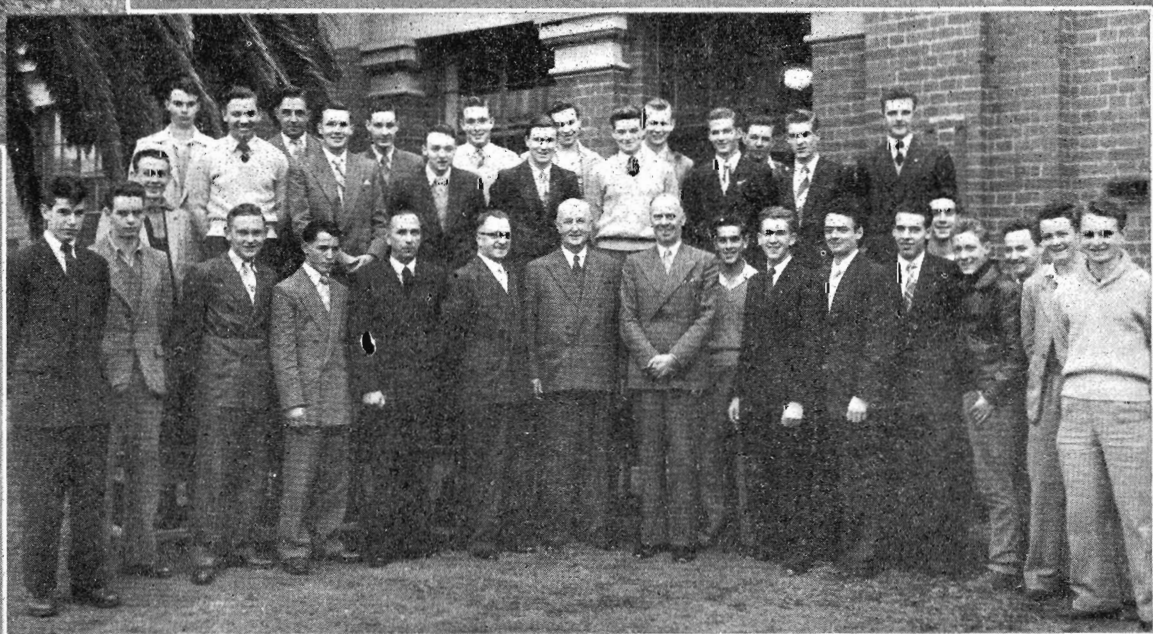


CROSSING: The Melbourne-bound *Spirit of Progress* crossing *The Daylight* at Lockwood station on the north-eastern line. *The Daylight* gives travellers the fastest surface journey between Melbourne and Sydney, is on its way to Albury.





WINTER FIRES: With cold days ahead, the firewood traffic is increasing. Wood for Melbourne's homes is here seen being loaded into a truck at Avenel on the north-eastern line.



AWARD WINNERS: Apprentices who gained awards at the V.R. Technical College and other metropolitan and country training centres were presented with them by the Chairman of the Staff Board, Mr. P. Farnan (centre).

SPORTS DAY: (left) Melbourne student teachers about to leave Spencer-st. for a sports meeting at Bendigo.



New clocks and station indicators in the Degraves-st. subway entrance to Flinders-st. station.

REMOTE CONTROLLED INDICATORS

THE indicator porter, using a long stick to alter the clocks and a shorter one to operate the station indicators, has no place in the Degraves-st. subway. Instead, he occupies a small room off No. 1 Platform, where he operates both clocks and indicators by remote control.

AT the Degraves-st. subway barriers, there are two rows of clocks and station indicators, one row on each side of the barriers. In front of each station name on the indicator is a red arrow which lights up if the train is to stop at that particular station.

In the indicator control room, there are two sets of controls, those for the clocks and those for the station indicators. When the porter turns the knob on a control clock, and thus moves its hands, the hands of its two subordinate clocks at the barrier operate in synchronism. These clocks are operated by the Selsyn system of remote control, under which the rotors in the transmitter and the receiver are electrically connected in such a way that any movement in the rotor of the transmitter causes the rotor in the receiver to take up a corresponding position. The minute hand of the clock is attached to the spindle of the rotor, with the hour hand geared to it and moving accordingly. The application of the Selsyn system to these clocks was developed in the Electrical Engineering Branch. It is believed to be the first time it has been used in this way.

The station indicators are operated from drum controllers which, in the control room, are located in front of each control clock. Each drum controller has 21 positions for individual stations on a particular line and provision for up to 30 different combinations of stations. Each of these combinations is numbered, and the appropriate combination number for each individual train is shown on a time-table above the control clock. The drum controller has a locking device which holds it in the set position. To change the indicator signs at the barriers, the porter releases the locking lever (which also raises the electrical contacts and thus switches off the illuminated arrows on the indicator) resets

the controller to the desired combination number, and locks it. Immediately it is locked, the new indication lights up at the barriers.

Among the many problems which had to be overcome was the elimination of glare. This involved the installation of suitably adjusted lighting and the painting of the indicators in a matt finish.

Similar clocks and indicators will be installed at ground level when the remodelling of the centre entrance is complete. They, too, will be operated from the control clocks and drum controllers in the indicator control room.



Operating station indicator controller.

LINES FROM OTHER LINES

New Christchurch Station

WORK has begun on the new Christchurch station building which is expected to be finished within a year. Construction of foundations includes excavation and concreting of a large basement carried on 780 piles.

The main block, four storeys high, will have entrances at each end giving direct access to the main platform. Booking hall, luggage and parcels offices, combined cafeteria and dining room, bookstall, fruit stall, barber's shop and accommodation for station staff will be on the ground floor. Upper floors will house the railway operating, engineering, and accounting staff.

C.N.R. Truck Orders

ORDERS have been placed by the Canadian National Railways for 2,625 freight cars costing about \$24 million, and due for delivery in 1956. The C.N.R. already has 2,375 freight cars on order. They include 25 automobile transporters, the first railway cars of their type to be built. They are 34 ft. longer than conventional types and will carry eight road trailers instead of only four.

Savory Subway

FROM New York comes a report that an advertising agency devised a special poster, complete with odour. The poster depicted a

mammoth plate of spaghetti and sauce, and its odour—spaghetti, tomato and onion—was "valid" for a distance of 20 yards and for a period of 45 days. The agents intended trying out the poster in the New York subway, but the New York Transit Authority turned down the poster. "regretting that operating public vehicles, as we do, we would not dare inflict any aroma, however enchanting or desirable, on the citizens of New York while riding in their own subway."

Coal-fired Gas Turbine Loco

BUILDING of the world's first coal-fired gas turbine locomotive is expected next year, according to the chairman of the U.S.A. Locomotive Development Committee. Eleven years research has yielded a combustion system which has operated satisfactorily under extended high-load tests and in locomotive-type service. The turbine has successfully used a variety of different coals.

Tests run in late 1954 showed that the ash separation equipment developed could protect a gas turbine from fly-ash erosion. The committee then authorized a series of continuous high-load tests for 1955.

As an example, the plant operated from 2.44 p.m. on February 21 until 7.41 p.m. on February 23 at an average load above 3,600 h.p.; during the 13 days following March 21, the

plant was operated for 233 hours at an average load of 3,400 h.p. The turbine is rated at 3,540 h.p.

High-load testing consumed 1,413 tons of coal at a cost of £2,990 (including railroad handling charges). No lubricating oil was added during the 1955 operation of 600 hours. If this average load had been carried by diesel engines, the committee reports that 167,000 gallons of diesel oil and 2,000 gallons of lubricating oil would have been consumed, at a total cost of £8,420.

Aluminium In U.S.A. Cars

IN 1933, the Union Pacific Railroad pioneered the use of aluminium in passenger car construction with an articulated streamline train, *City of Salina*, in which the only components fabricated from steel were the bogie bolsters. Since then, the Union Pacific has built 450 passenger cars in which the bodies and other details are entirely of aluminium, with an average saving in weight of 9 tons a car. The saving in weight has made it possible to increase U. P. transcontinental trains, over long and heavy gradients, by one or two cars without increasing locomotive power. Greater weight savings would be possible but for the requirements of the specifications of the Association of American Railroads which do not permit the use of aluminium in under-frame construction.



Rock Island Railroad's new *Jet Rocket*. This is a modified Talgo-type train. Body and frame construction is on stressed-skin principles and units are articulated. Couplers are only 19 in. above rail level.

AMONG OURSELVES . . .

Will Foster Public Relations

MR. H. R. HAUPTMANN, former chief public relations officer of the Royal Agricultural Society of N.S.W., has succeeded Mr. H. C. (Peter) Fenton, who retired after seven years as Chairman, Public Relations and Betterment Board.



Mr. Hauptmann

Before joining the Royal Agricultural Society's staff in 1954, Mr. Hauptmann was for 22 years on the editorial staff of Sydney *Sun*. He gained experience in a wide variety of journalistic work, and during the last seven years was pictorial editor.

Mr. Hauptmann's work with the N.S.W. Royal Agricultural Society won for him a reputation as a top ranking public relations man. His co-operation with metropolitan and country press did much to ensure the outstanding success of last year's Sydney Royal Show. In a tribute to Mr. Hauptmann's work, the president of the R.A.S. (Mr. Sam Hordern) said he had done "a herculean job of Show publicity and press relationship during his regime with the Society". In this, the press wholeheartedly agreed.

A highly competent organizer with a keen sense of public relations, Mr. Hauptmann is exceedingly well equipped for his new post. He was one of the original students in the publications typography course, conducted by the School of Printing at the Sydney Technical College, in conjunction with the Australian Journalists' Association. Only recently he obtained his certificate for farm economy and management at the Sydney Technical College.

News Letter welcomes him to the railway family.

Told The Railway Story

MR. H. C. FENTON, who retired recently from the position of Chairman of the Public Relations and Betterment Board, had been associated with railway publicity for about 30 years. At his farewell, the Secretary, Mr. J. L. Timewell, described Mr. Fenton as an officer who had given the Department sterling service and had been successful in effectively putting over the railway story to the public. He was a talented writer and his flair for advertising and poster work had won for the Department Australian and overseas awards. Mr. Timewell also took the opportunity to welcome Mr. Fenton's successor, Mr. H. R. Hauptmann, whom he felt sure would be given the same help and co-operation that Mr. Fenton had received from all the branches.

Eulogistic references to Mr. Fenton's ability and popularity were made by Mr. W. F. Thomas, member of the Public Relations and Betterment Board, Mr. E. P. Rogan, the Industrial Advocate, and Mr. J. Stewart, Tourist Bureau Registrar.

Mr. Fenton expressed appreciation of the loyalty and co-operation he had received from his staff and railwaymen generally and wished Mr. Hauptmann success in his new post.

Thanks.

FOR the courtesy and help of Acting Conductor W. C. Willett in looking after about 100 Junior Legatees when they were returning to Warrnambool by train from Melbourne, recently. The friendly co-operation of Mr. Willett was very much appreciated.

—N. K. Morris, Hon. Sec., Warrnambool Legacy

"For service by Numurkah station staff in caring for my daughter who had been directed to the wrong train. The stationmaster allowed her to use the telephone to get in touch with us, placed her bags in a safe place and escorted her to a

cafe for a meal and then back to the station. It is a great solace to parents to know there are men in the railways prepared to put themselves out to see to the comfort and safety of girls." —O. D. Winter, Oakdale, Cobram

To the guard of *The Daylight* "whose prompt and effective appraisal of the situation in the recent derailment was undoubtedly the reason for the absence of even minor panic among passengers. Much praise is also due to the hostess on the train, whose demeanour was equally calm in what could have been a disastrous situation."

—E. F. Lloyd, Kirribilli, N.S.W.

"For the way in which railway staff came to our assistance when *The Daylight* express met with a mishap near Wallan, recently. My special thanks for the Department's action in providing me with a car to take me to Frankston."

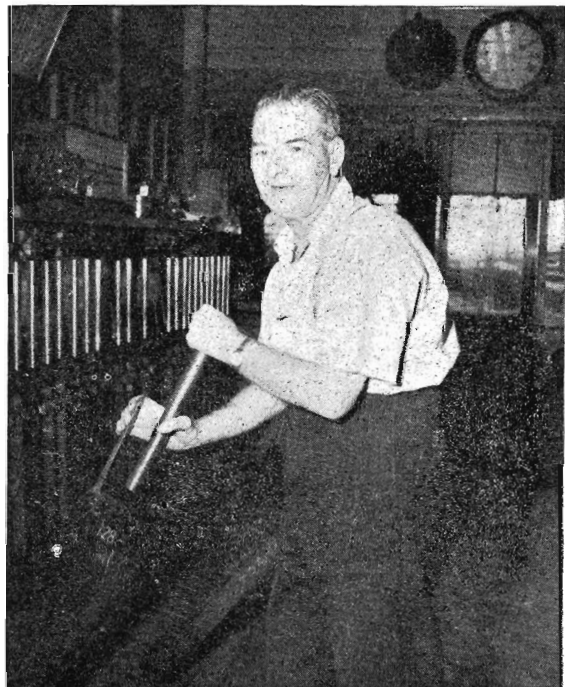
—Dr. Hugo de Burgh, 143 Macquarie-st., Sydney

For the care and attention given to my wife by *The Daylight* hostess when the express was derailed near Wallan, recently. "My wife suffered a rather severe shock, and the hostess rendered first aid and did everything in her power to make her as comfortable as possible. We also appreciated the help and consideration shown by the train staff, generally."

—S. C. Graham, Waverton, N.S.W.

To railway staff for "handling an important function magnificently. It was my good fortune to be a guest of the Glaxo Laboratories and to travel by special train to Port Fairy. We were all really impressed with the service and courtesy received".

—Sydney D. Rubbo, Professor of Bacteriology, Melbourne University



For 23 years, retired Signalman Robert Thomas Driver was in No. 1 Box, Spencer-st. He joined as a porter and was sent to Lah, near Warracknabeal, during a busy seasonal wheat lift. Later, he was stationed at Barraport, Collingwood and Spencer-st., before becoming a signalman at Geelong in 1914. Signalman Driver has a brother, Alfred, also in the Traffic Branch. Another brother, Albert, is a fitter and turner at Newport Workshops.

For the "quick and efficient way" in which railway staff transhipped, at Ballarat, the luggage and equipment of the Bassendean Fire Brigade, W.A., which took part in the annual fire brigades demonstration at Warrnambool, recently.

—V. Barclay, secretary, Bassendean Volunteer Fire Brigade

For the excellent service given by the railway staff to Parliamentarians on their recent visit to the Kiewa hydro-electric project. "No stone was left unturned in providing every comfort and meeting our wishes throughout the journey."

—The Hon. G. O. Reid, M.L.A., Minister of Electrical Undertakings

For the high standard of railway service given to the many hundreds of boys and girls from Victoria, Queensland, Western Australia and New Zealand who did a Young Australia League tour in vacation time.

—E. G. Roper, Deputy Director, Y.A.L.

For the excellent service on the special train chartered by Glaxo Laboratories (Aust.) Pty. Ltd. for the inspection of the company's Port Fairy factory. "I want to thank railway staff for their courtesy and considerate attention."

—R. C. Pearce, managing director

For splendid co-operation in having transparencies and other display pieces prepared for our Plant Quarantine Exhibit at this year's Royal Easter Show in Sydney. "The personal interest and enthusiasm shown by officers of your Commercial Drafting Section helped very much in the successful staging of the exhibit. Your display units were of the highest order of craftsmanship and won great admiration from visitors to our stand."

—Dr. T. H. Harrison, Director of Plant Quarantine



Mr. Robertson

Met Bushranger's Brother

GANGER John David Robertson, who has been at Echuca for four of his 22 years' service, joined the railways as a lad labourer with special gangs in the north-east. After promotion to repairer he went to Gredgwin and South Gippsland and, on becoming ganger, was sent to Shelley, the highest station on the system. When he was stationed at Glenrowan in the Kelly country, Ganger Robertson met Jim Kelly, the youngest brother of bushranger Ned. Jim was then an old man with a long white beard, says Mr. Robertson, and like the rest of the townsfolk he would never discuss the exploits of the outlaws. It was, in fact, frowned upon. Mr. Robertson recalls an enterprising cafe proprietor who tried to attract business by trading under the sign, "The Last Stand". It mysteriously disappeared overnight.

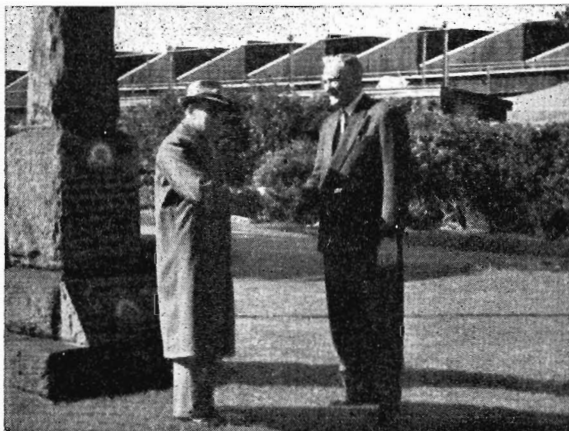


Veterans of two world wars and guests at The Chalet, Mt Buffalo, observed Anzac Day on Bent's Lookout, 4500 ft. above sea level. Among those at the ceremony were the Manager of the Chalet, Mr. Alfred Rubeo (an original Anzac) and Ranger Harry Williamson, who served in the last war and was taken prisoner on Crete.



Mr. L. R. Fordham, foreman of the carpenters' shop at Ballarat North Workshops, retired recently after 50 years' service. At his farewell, he was presented with a wristlet watch and a gift for his wife.

Back row—left to right: Messrs. H. J. Mitchell, T. Hocking, L. R. Fordham, P. James, C. Wells. Front row: A. W. Feaver, M. Galvin.



Mr. A. E. Brookman has been president of the Newport Workshops' sub-section of the V.R. Returned Servicemen's section for 13 years, and also a member of the Workshop's Rehabilitation Committee. He served with the Canadian army in World War One, and with a railway unit in the last war. He has now retired after 19 years' service at Newport Workshops. At his farewell, he was presented with a wallet of notes by the Senior Clerk (Mr. S. Watson).



Mr. James.

Old And New

MR. H. F. JAMES, who was manager of Jolimont Workshops for 26 of his 42 years' service, had the unusual experience of seeing Melbourne's first electric trains introduced, and their progressive replacement many years later by the modern blue and gold trains, the first three of which are now in service. He thus completed a cycle of suburban rail transport.

He was chairman of the special committee of Departmental engineers responsible for the supervision of the assembling of components for the new suburban trains at Newport Workshops, and the checking of units that arrived from abroad for the project. He considers the new trains a magnificent engineering job.

Joining the service as a draftsman in the Way and Works Branch, Mr. James left the Department for a time and rejoined in 1919 as assistant engineer in the Electrical Engineering Branch. He became an engineer a few years later, and was transferred in 1929 to Jolimont as acting workshops manager; the next year he became manager of the 'shops'. Mr. James gained the degrees of bachelor of electrical and mechanical engineering at Sydney University.

When he retired recently, Mr. James was farewelled at Jolimont Workshops by senior officers of the Rolling Stock and Electrical Engineering Branches. The Chief Mechanical Engineer (Mr. G. F. Brown) presented him with a wristlet watch and a handbag for his wife. He was also farewelled by yard and workshop staffs. At a subsequent V.R.I. buffet dinner, the Chairman (Mr. E. H. Brownbill) made another presentation to Mr. James, on behalf of his colleagues.

Knew The System

STATIONMASTER G. L. Reid, who retired recently after almost 48 years' service, has visited every station on the system. He joined as a booking clerk. One of his colleagues at that time was the present Chief Train Controller (Mr. H. A. Zeis). They studied telegraphy and got their sounding certificates together.

In 1913, Mr Reid went to Bungaree as operating porter, and was an acting senior clerk at Lilydale when he enlisted in the 1st A.I.F. He was posted to 3rd Squadron, Australian Flying Corps, with which he served in France. Back in the railways, Mr. Reid obtained his stationmaster's certificate and was in charge of Goorambat, Dingee, Lockington and Bridgewater before becoming control officer at Maryborough in 1932. Later, he returned to S.M.'s duties at Beechworth and Kensington Goods. Subsequently, he became special officer in the then Transportation Branch (where he remained for 10 years) and for a time was detailed for special duties in the

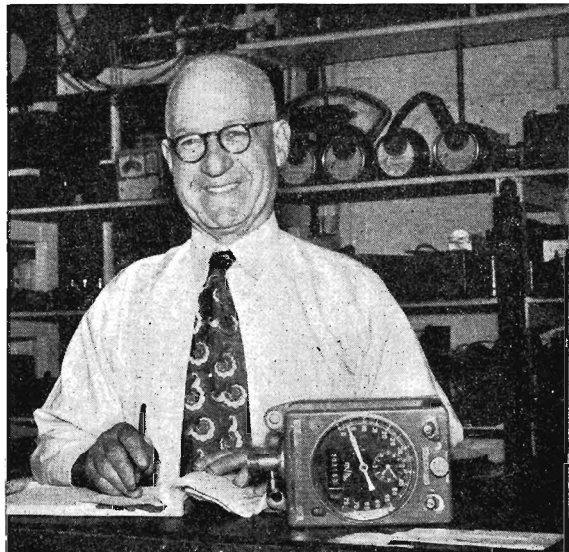
Secretary's Branch. Latterly, Mr. Reid served as stationmaster at Williamstown, and a year later went to Port Melbourne, where he remained until his retirement.

Mr. Reid came of railway stock. His father, James, was a special ganger at Tottenham Yard when he retired, and two brothers, James and John, were in the railways for many years before ill health, through war injuries, forced them to retire prematurely. After a holiday in the West with his wife, Mr. Reid will retire to his Box Hill home and his favourite hobby, woodworking.

Call Of The Sea

MR. H. F. EMANUEL was Tool Storeman in the Testing Division of the Electrical Engineering Branch for 10 years. He joined the Department, in 1923, as assistant shift electrician at Jolimont sub-station, and was promoted to shift electrician at Newport Power Station about a year later. He worked in various manual sub-stations until 1929, when he was appointed automatic sub-station electrician. He transferred to the Testing Division after losing the sight of his right eye, and remained there until his retirement.

Mr. Emanuel enlisted in the Royal Australian Navy in 1911, and the following year went to Portsmouth to join the crew of the newly commissioned *H.M.A.S. Australia*. In World War One he served in the destroyer *Yarra* in New Guinea waters and the Pacific Islands and, later in the Mediterranean and Adriatic. Although he was in the railways for 33 years he never entirely lost his love of the sea. In retirement, he proposes to do a pleasure cruise of the Pacific Islands, after which he will spend most of his leisure in the garden.



Mr. Emanuel.

Room 108 Identity

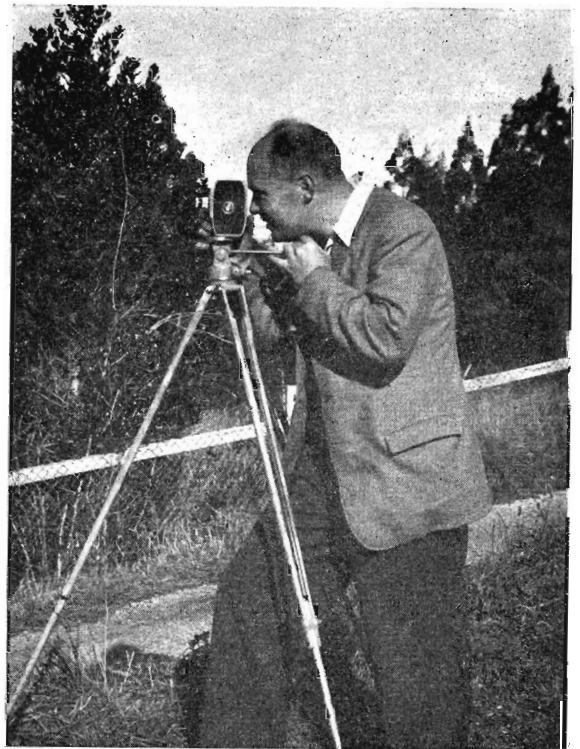
FOR 36 of his 50 years' railway service, Mr. F. D. Beeching, who retired recently, was a member of the Secretary's Branch. As Pass Officer, in Room 108, he was a familiar figure to many railwaymen and those on the retired list. Mr. Beeching joined the Department as a junior clerk in the then Transportation Branch, and transferred to the Way and Works Branch, as a clerk, in 1915. He joined the Secretary's Branch in 1920. At Mr. Beeching's farewell, Mr. Commissioner Quail, the Secretary (Mr. Timewell), the chairman of the Staff Board (Mr. Farnan) and the Chief Medical Officer (Dr. Rees) paid tribute to his loyal and efficient service. In acknowledgement, Mr. Beeching professed that he had always regarded Room 108 as "one of the hubs of the Department." He was presented with a wristlet watch to remind him of his long association with the railway service.

MOVIE MAKER

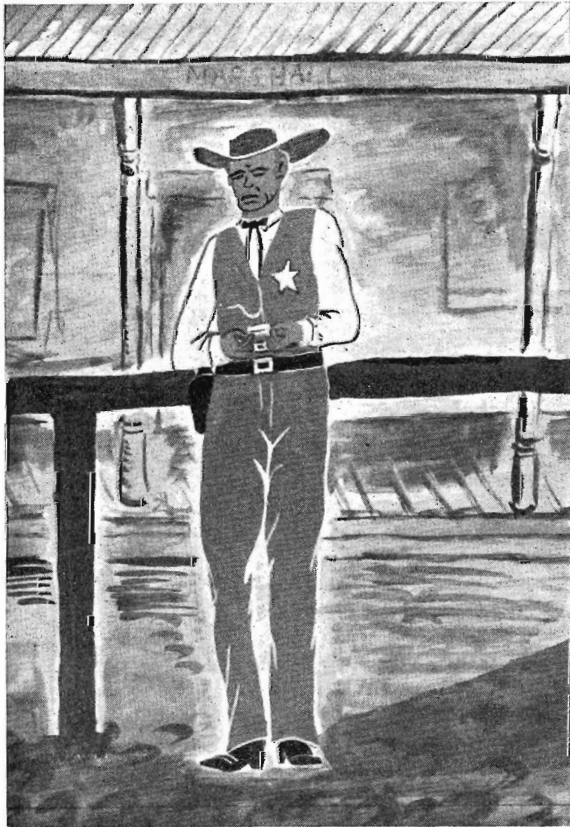
CLERK Terry Stabler, of Terminal and Eastern Accounting Office, whose film "High Boom" was awarded first prize in the last annual competition conducted by the Melbourne 8 mm Movie Club, attributes his interest in table-top cine photography to the fact that he is building his house. A keen photographer since boyhood, he found that house building at week-ends allowed him no time to pursue his hobby in daylight, so he turned to making imaginative table-top films at night.

"High Boom", a cartoon in colour, is a fast moving satire on the typical Hollywood western. Its leading character is a lanky marshall (somewhat resembling Gary Cooper in "High Noon") who, at the climax of the film, is so terrified by a furious bar-room fight that he throws away his badge and runs out of the town. The film was made in collaboration with Mr. Douglas Murray (then working at Terminal and Eastern Accounting Office) who did the art work. As, of course, he lacked the time and equipment to make the thousands of drawings that are necessary for the orthodox cartoon, a new technique was used, for the first time in Australian amateur work, to give the illusion of movement. Although less than 100 drawings were done, partial animation was obtained by camera movement and clever cutting of the film to the rhythm of the sound track.

A Yorkshireman, Mr. Stabler joined the railways shortly after his arrival in Australia, six years ago. Incidentally, it was the security of his railway job, he says, that gave him the



Mr. Stabler



The marshall

confidence to begin building his house. "High Boom" is the third of his films to win the Melbourne Movie Club's competition. His 1952 winner, "Ex Umbra", made in collaboration with Mr. A. Patterson, also won State awards and was selected to represent Australia at the Lisbon Film Convention in 1954. Sent on to London it was beaten by only two points for selection as the film of the year by the Institute of Amateur Cinema Photographers.

A film made the following year, in collaboration with Mr. M. Murphy, satirises Melbourne's annual bout of football fever. Despite the holy ground on which it treads, it has been viewed, apparently with enjoyment, by some of the most fanatical followers.

Mr. Stabler uses a Paillard Bolex camera with normal and telephoto lenses, and is a firm believer in the use of the tripod. His father, who is at Newport Workshops, is also a keen cine photographer.



A drawing for the bar-room fight in "High Boom."



The Victorian bowls team who were runners-up in the recent carnival at Perth, W.A. All the Australian railway systems and New Zealand competed. The championship and the Dennis Cup went to New Zealand. Victoria defeated the champions, but failed to win the title on percentages. However, V.R. bowlers were rewarded with the Kiwi cup, which is presented to the team filling second place. Back row—left to right: C. C. Summers, A. Cowling, F. S. Snell, A. C. Black, M. T. Berry. Middle row: P. Steel, C. Allen, O. Hauser, A. G. McGillivray, W. J. Evely, A. G. Poulson, R. Anderson, T. Jenkins, L. Lehman, J. Hewitt, A. Charles. Front row: G. H. Bennett, W. K. Jarvie, H. G. Watts, L. J. Williamson, W. E. Elliott, E. C. Woolcock, H. Jolliffe.

SPORTS

Olympic Sport

THE form of amateur boxers and wrestlers will be watched with keen interest when they take part in the annual contests in the V.R.I. gymnasium on July 6, 13, 20 and 25. Amateur sport officials will be present on a talent quest for boxers and wrestlers good enough to undergo special training for this year's Olympic Games in Melbourne.

Apprentices Win Tennis Title

BY four rubbers to three, Northern Lines, represented by K. Williams (capt.), F. Simms, E. Cain and I. Outhred, defeated Jolimont (D. Bicknell, D. Perry, L. Murphy and B. Bell) in the A grade tennis competition for the Dunkling Shield, held, recently, at Royal Park. It was the winners' second successive shield success. An all-apprentice team, comprising N. Cousins, J. Matheson, R. Duff and J. Hird, won the B grade title and the Pimms Cup for Spotswood Workshops—five rubbers to three. The runners-up were

Northern Lines (W. Wilson, K. Wyllie, D. McKimmie, W. Slattery). Spotswood went through the season undefeated. The apprentices show much promise, and if they continue to develop, should do well in the A grade division next year.

Cricket Carnival

ARRANGEMENTS are already in hand for the next inter-system cricket carnival for the Mick Simmons cup in Sydney in January next year. It is expected that all States will be represented in the competition. Metropolitan and country railway cricketers planning to nominate for the Victorian team are urged not to delay in applying for the necessary leave.

Determination Wins

THE V.R.I. Librarian (Mr. N. D. Wilson) is a proud man. His son, Jack, won a place in the Australian cricket team to compete for the "Ashes" in England. Wilson jnr., who is a left hand slow bowler, caught the eye of Sir Donald Bradman and his co-selectors when he bowled so accurately and economically during the recent Sheffield

Shield games. There are few who will begrudge Jack his Australian blazer. Like the famous googly bowler, Clarrie Grimmett, Jack Wilson played for South Melbourne in pennant cricket, but could not win a place in the Shield side. He followed Grimmett's example and went to South Australia, where his ability was, ultimately, recognized. All cricket lovers hope that Jack will be as successful in Test cricket as the famous Clarrie. It is felt that his slows will be a success on English wickets. He has excellent prospects of graduating from a stock bowler in county matches to Test cricket.

Tennis Wash-Out

HEAVY rain on the final day of country tennis week caused the abandonment of the final matches for the teams and singles titles. Maryborough and Wodonga were to have met in the final of the teams event. B. Walshe, of Wodonga, and R. Craigie, of Maryborough, were to have contested the open singles championship, and V. Snow and T. Fitzgerald, of Wodonga, were to have played for the railway singles title.

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST



1956



Rolling Stock "Gallup Poll"

PUBLIC reaction to the new suburban trains, of which four are in service, has generally been most favourable.

When the second blue and gold train went into running on the Frankston line, it was considered an opportune time to ascertain what passengers, particularly those in the long journey classification, thought of it.

Accordingly a rolling stock "Gallup Poll" team, comprising the Assistant Chief Mechanical Engineer (Mr. W. O. Galletly), Rolling Stock Engineer (Mr. A. M. Hughes) and senior engineering officers of the branch, journeyed on the train and quizzed travellers. Features of the modern luxurious train that pleased them were the spaciousness and excellent riding qualities of the new cars, absence of noise and vibration, fluorescent lighting, wide windows and comfortable seats.

In the peak period when crush loading, as in other big cities of the world, is inevitable, standing passengers agreed that the provision of more straps and supports enabled them to travel in greater comfort and read without lurching against those seated.

Parlor Car Praise

WHEN *Spirit of Progress* was launched on November 23, 1937, one of the speakers at the Spencer Street ceremony was the then Federal Attorney-General, now Prime Minister, Rt. Hon. R. G. Menzies. He declared that Australia's first air-conditioned, streamlined train embodied the whole ideal of service. In the intervening years *The Spirit* and the men who run it have gained a world-wide reputation for fast, safe, and dependable train travel. They have upheld the V.R. tradition for service.

The Spirit has many features, not the least of which is the parlor car; down the years it has been highly praised by Australians and overseas visitors who have travelled in it. Indeed, parlor car praise crops up frequently in the comments penned in the visitors' book. One finds such superlatives as "superb," "luxury," "magnificent" used in the pithy remarks of passengers, some of whom have travelled on the world's best known named trains.

Travellers find the 7/- extra for a parlor car seat booking well worth while. They can relax in comfort and view the passing scenery through wide windows. Letters can be written and illustrated magazines and other literature are always on hand. Another convenience is that passengers' personal belongings, such as overnight bags, are stored in a cubicle in the car and can be readily obtained. The terminal telephone service is a great boon, particularly to business men wanting to make a last-minute office or home call before the train's departure.

Quiz Kids

GRADES V and VI at Dandenong West State School now know much more about their railways since the visit of the Outdoor Assistant to the Chief Traffic Manager (Mr. J. R. Rewell). At the invitation of the Head Teacher (Mr. R. M. Macdonald), Mr. Rewell gave the children a lot of interesting facts and figures concerning railway activities, such as movement of wheat and other primary produce, superphosphate and general freight. In his talk on the various types of locomotives used on the system he found the Department's booklet, *Power Parade*, most useful to hold the interest of his youthful audience. Mr. Rewell referred to the improvement in Gippsland line passenger services since electrification, and described the work done by the Refreshment Services Branch in feeding railway patrons.

Mr. Rewell took the opportunity of warning children to be careful at level crossings and also advised them to be on their best behaviour when travelling in trains. He deplored senseless acts of vandalism on the railways, the cost of which had to be met by all parents, and he appealed for the co-

operation of everybody in tackling what has become a national problem.

Following Mr. Rewell's talk the Head Teacher prepared a quiz to test the railway knowledge of the children. The results showed that they must have listened to Mr. Rewell's address with rapt attention as the score ranged from six to eight correct answers out of a possible ten. The questions were:

- (1) What is the name of the V.R.'s most powerful steam locomotive?
- (2) Where was it built?
- (3) State one advantage of the diesel-electric locomotive.
- (4) What is the revenue of the Victorian Railways?
- (5) What is one of the main commodities carried?
- (6) How many people are employed by the railways?
- (7) What is the fastest speed of a V.R. train?
- (8) Name two trains that can travel at the maximum permissible speed?
- (9) State one thing the railways have done to speed up travel.
- (10) To whom do the railways belong?

A psychologist who saw the questions said they were suitable for adults. Can you answer them? If not, turn to page 14.

Animation

DRAWING power of the Tourist Bureau's window display publicising tourist attractions of central and northern Australia provides definite proof that skilful use of animation in advertising gets results. Day and night, and even at week-ends, there was always a crowd watching the 24 coloured slides of scenic features of the centre and far north being automatically projected on to the screen, the titling apparatus of which was designed and made by the Department. Aboriginal weapons, arts and crafts and playthings provided an appropriate setting for what was an outstanding window. It stimulated interest in the "sun burnt" country, which is no longer regarded as the "dead heart" of Australia. Indeed, it is rapidly becoming better known to Australians and the world at large and should have many visitors during the Olympic Games.

Seeing Victoria

IF inquiries now being dealt with by the Tourist Bureau about Victoria's scenic attractions can be regarded as an indication, the Olympic Games, to be held in Melbourne in November, have attracted world-wide interest and have apparently been well publicised, despite some reports to the contrary. The Olympic mail contains letters from all parts of the globe. The question invariably asked is: "What can we see in Victoria on those days when we will not be at the Games?" Tourist Bureau officers supply the inquirers with plenty of informative literature to whet the appetite for seeing as much of Victoria as possible before returning home.

FRONT COVER

Train travel by sporting bodies is becoming increasingly popular. Victorian Football League team and officials travelled by train to Western Australia for the football carnival. Players arrived refreshed and in tip-top condition and, undefeated in all games, returned home with the championship title. Our front cover shows Mrs. Gale and her son, Tony, farewelling Fitzroy's champion ruckman, Alan Gale, at Spencer Street station before *The Overland* left on the first stage of the journey westwards. Tony gives the impression that he would like to be on the train with his father.



A special train about to leave Spencer Street station for a country race meeting.

BACK TO THE RAIL

GONE are the days when the motorist could be assured of a pleasant free-from-worry trip on a country or interstate highway. With so many cars on the road and traffic hazards increasing, it is not to be wondered at that more and more people are going back to the train which takes them to their destinations in reasonably fast time and in safety and comfort.

IT is motoring risks, combined with parking problems, that have given train travel one of its best boosts since the war.

The turf patron is leaving his car in the city and travelling to country race meetings in a modern, diesel-hauled, air-conditioned train, and sportsmen and women athletes are taking advantage of the special concession fares for group travel within Victoria and to other States. In addition, an increasing number of workers are leaving their cars in parking areas at some suburban stations and travelling to work by train.

One of the most successful trips in the special train class was that of a Melbourne radio station's "Smileaway" Club to Traralgon, the terminal of the electrified Gippsland line. About 350 club members made the journey and returned to Melbourne with bigger smiles than ever. They rated it the best social outing the club had staged in its history.

Most spectacular success has been achieved with race specials. In pre-war days, these trains, with horse boxes attached, were run to all the important country meetings. For one meeting at Geelong 120 horses were railed from Melbourne. The train taking the racehorses and attendants was followed by another special in which there were 500 passengers, including owners, trainers and jockeys. Another good revenue builder in those days was the yearling sales traffic. After the March sales in Sydney one year, 70 yearlings were consigned by rail from Albury to Melbourne.

Race specials were discontinued in the war years and it was not until 1954 that they were revived. The first post-

war race meeting special was run from Melbourne to Albury. It was the start of the luxury train for country racegoers. Diesel-hauled, it was made up of air-conditioned carriages and a dining car. A light refreshment service was also provided.

Since then modern race special trains to selected country meetings have been increasingly popular with turf patrons.

A Melbourne *Age* turf writer had this to say of the popularity of special race trains: "The back to the old days mode of travel by train has become the fashion again for racegoers attending many country meetings.

"There is a real bonhomie and club atmosphere about one of these trains. Immediately it leaves Melbourne, passengers begin to wander along the corridors, poking their heads into compartments and discussing the prospects of fancied horses.

"In between tales, true and fantastic of the turf, solo whist is the popular pastime. Newcomers to the train club are agreeably surprised at the good fellowship and comfort, enhanced since pre-war days by air-conditioned cars and dining facilities.

"A leading jockey told me on one of these trips that the race specials had everything he could wish for and he did not intend making any more long car trips. He said he arrived at the meeting relaxed and could do more justice to his job.

"The specials provide a fast method of travel—possibly faster than a car in these days of crowded roads. It is 100 miles to the Bendigo racecourse by road and it is doubtful whether the trip, especially in winter, could be made by car in better time than the train, or in more comfortable conditions."

Other features of railway service that pleased racegoers on the Bendigo trip were the sale of admittance tickets and race books and the conductor's offer to arrange for taxis when the train arrived at Spencer Street.

Football administrators have also discovered that train travel enables players to get together in a friendly atmosphere and develop the right team spirit. Those that represented Victoria at the interstate carnival in Perth went to the West by train, as did also the Tasmanian and South Australian representatives. The Victorian Football Association team returned from Perth by train.

All of which points to the fact that "the train's the thing."

GATEWAY TO GIPPSLAND



Country passenger and suburban trains at Dandenong.

*F*ORMER market town and farmers' shopping centre, Dandenong is the scene today of tremendous development; it is writing new records in industrial expansion.

LARGE modern factories have been erected in what, a few years ago, were cow paddocks, and with this rapid growth property values have sky-rocketed.

Electrification of the Gippsland line as far as Traralgon has also added to the importance of Dandenong and will bring increased prosperity in the years ahead to this boom town 18½ miles from Melbourne. Two miles south of the town a control station is to be erected for the brown coal gasification scheme. At this point the gas pressure will be reduced from 350 to 25 lb. and fed into the metropolitan reticulation system.

Dandenong is destined to become a very important railway centre. To cope with the mounting production of the district's various types of industrial plants, railway sidings have been erected at the biggest factories and traffic from them goes through Dandenong yard. Demand for more and more factory operatives and technicians should result in a progressive increase in rail passenger traffic; although big

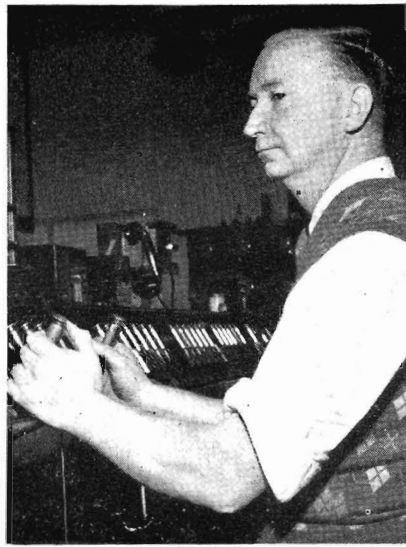
housing settlements are planned for the area, many workers will still have to travel to Dandenong from other parts of Melbourne. Even now Dandenong passenger journeys total more than one million a year.

In the last few years the traffic staff has been augmented to handle increased business. At present, Stationmaster L. J. Sly's staff is three assistant stationmasters, five clerks, two parcels porters, seven porters, four shunters (two leading), two yard porters, a number taker, shedman, goods checker and a porter-guard. There are also nine suburban guards and four signalmen.

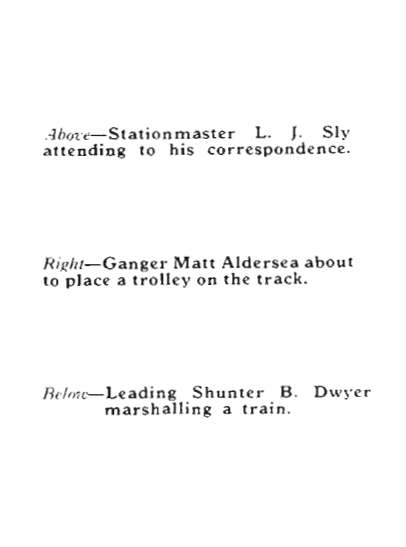
Dandenong residents are eye witnesses of the busy railway scene and have first hand evidence of rail transportation benefits brought to Gippslanders by *Operation Phoenix* (the Department's £80 million rehabilitation scheme). They see the long electric-locomotive hauled coal trains shuttling between Yallourn and Melbourne, and *The Gippslander* and other fast passenger trains using the all-electric route from the metropolis to Traralgon.



Above—Stationmaster L. J. Sly attending to his correspondence.



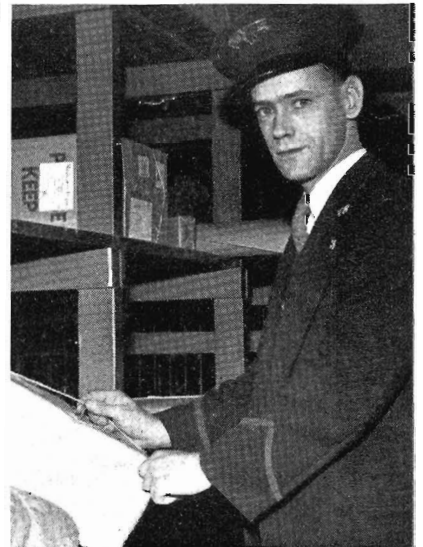
Left—Signalman A. L. Pickett setting a road for an "up" train.



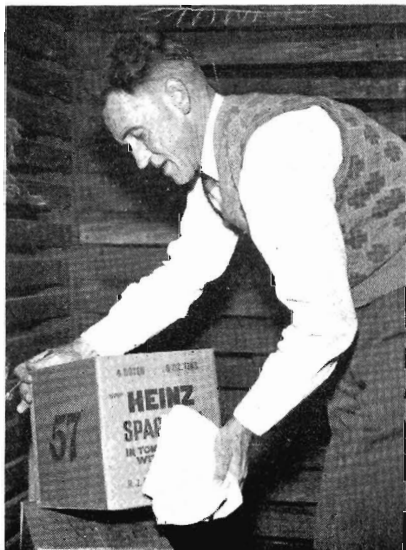
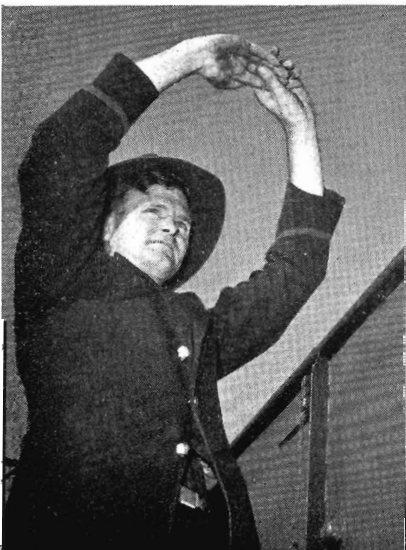
Right—Ganger Matt Aldersea about to place a trolley on the track.

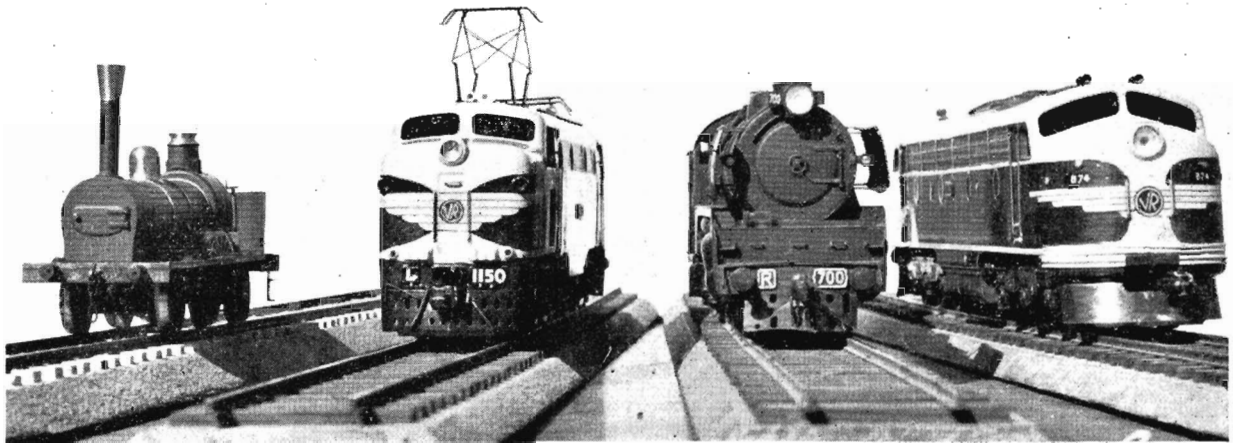


Below—Leading Shunter B. Dwyer marshalling a train.



Left—Shedman W. Moore checking consignments.





Revolutionary advance in motive power since the days of the Melbourne and Hobson's Bay Railway Co.'s first locomotive is strikingly illustrated in this photograph. Alongside Australia's first locomotive are the L class electric locomotive, the R class steam locomotive and the B class diesel-electric mainliner.

MUSEUM MODELS

DEVELOPMENT of motive power during a century of railway progress in Victoria is brought vividly to mind by the exhibition of locomotive models in the Museum of Applied Science.

TRANSFORMATION of the section from an exhibit in a dingy corner to a display with a new look was made possible by the enthusiastic co-operation of the Director (Dr. C. M. Focken) with the Railways Advisory Committee, comprising Mr. N. C. Harris, former Chairman of Commissioners, Mr. T. D. Doyle, retired Rolling Stock Engineer, his successor, Mr. A. M. Hughes and railway historian Mr. Leo. Harrigan, of the Electrical Engineering Branch. The committee was helped greatly during the developmental period by Sir Fred G. Thorpe, Deputy Chairman of Trustees and former railwayman. It recommended the representative types and supplied detailed information for each exhibit.

The display begins with the small 2-2-2 tank engine which opened the first volume of railway history when it hauled Australia's initial train from Flinders-st. to Sandridge (Port Melbourne) on September 12, 1854; it ends with the fast and powerful diesel-electric - the revolutionary locomotive marking the beginning of a new era of rail transportation.

Second model is the Q class 0-6-0, first locomotive made in Australia for the Victorian Railways. The Q's were built by Phoenix Foundry, Ballarat, in 1873, and gave good service until 1908. Next exhibit is a railway terminal diorama, showing passenger locomotive 162, the first imported from America by the Victorian Railways. Dwarfing it is the now famous A2 (1907), resplendent in red with white lines. The back-drop depicts the streets and shops of Melbourne's suburbia.

Another diorama shows an NA and typical rolling stock for the narrow gauge (2 ft. 6 in.) mountain railways. The scene is the Ferntree Gully-Gembrook line with the train passing over a timber trestle bridge, spanning a creek, and about to enter a deep cutting at the other end. The locomotive, known to young and old as *Puffing Billy*, was introduced in 1898. The 2-D photographs cannot adequately reveal the craftsmanship that has gone into making the dioramas or the beauty of colour and finish.

Next in the model parade is tank engine D D E (now D4). It first ran on the suburban service in 1908, and is now relegated to shunting work.

Motive power takes a giant stride forward with the display of that aristocratic "iron horse" - the three cylinder S class which commenced service in 1928. Later they were streamlined with a royal blue livery for *Spirit of Progress* Melbourne-Albury service, but all have been scrapped and replaced by B class diesel-electrics.

In 1929 came the heavy goods Mikado (2-8-2) X class. The one forty-eighth scale model shows the handsome design this type presented.

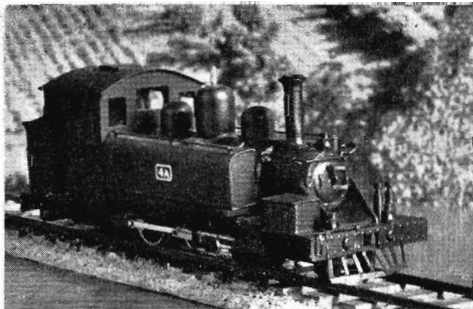
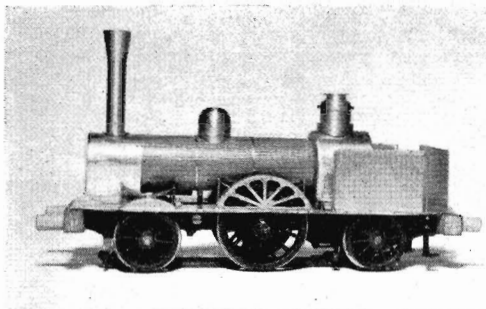
Pinnacle of V.R. design and construction is the next exhibit - H220 (*Heavy Harry*). This giant locomotive - when built at Newport Workshops - was the most powerful and heaviest steam locomotive in the Southern Hemisphere, and gives an impression of massive power and dignity. The wheel arrangement is the 4-8-4 Pocono type.

Last of the steam locomotives in the display is the R class. Designed for express passenger service by the Department's engineers, 70 of these modern locomotives were made by the North British Locomotive Co., Glasgow. Their appearance is enhanced by a red and black colour scheme.

Leader of the power parade is the B class mainline diesel-electric locomotive, the first of which went into service in July, 1952, and the last of the fleet early in 1954. Their efficiency, low fuel consumption, high mileage between refuelling, lower maintenance costs and non-reliance on water supplies are advantages that place them far ahead of the steam locomotive from the operational point of view. The one forty-eighth scale model, in royal blue and gold, is shown alongside *The Rocket* to the same scale.

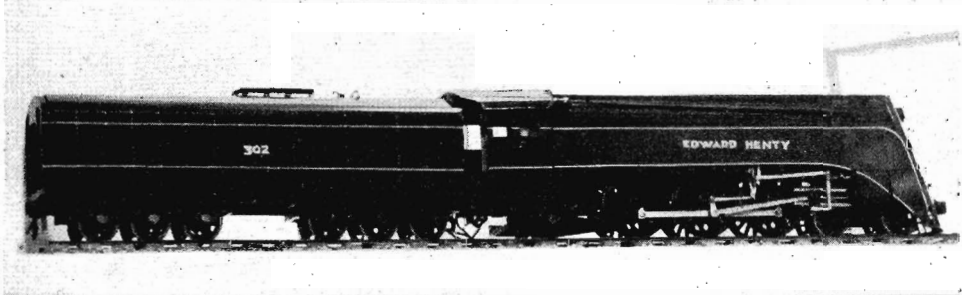
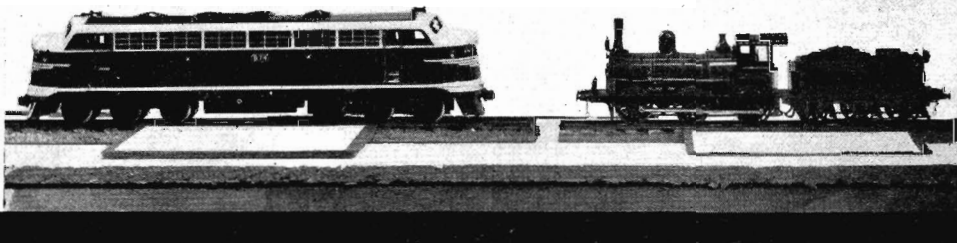
The engine unit of *The Rocket* appears about the same size as the driver's cabin of the diesel-electric locomotive.

A souvenir booklet giving a description of the models and their vital statistics can be bought at the Museum for 6d.



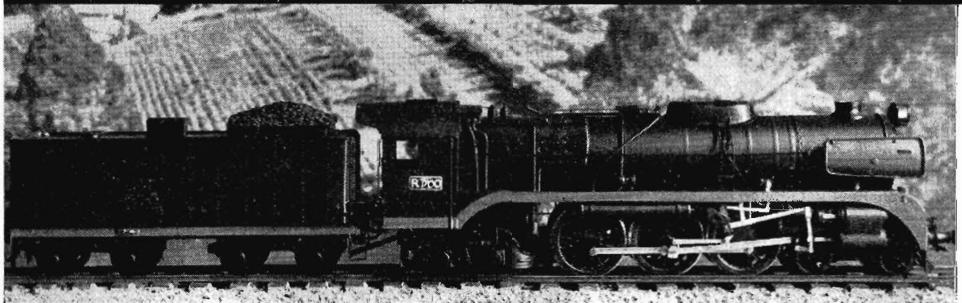
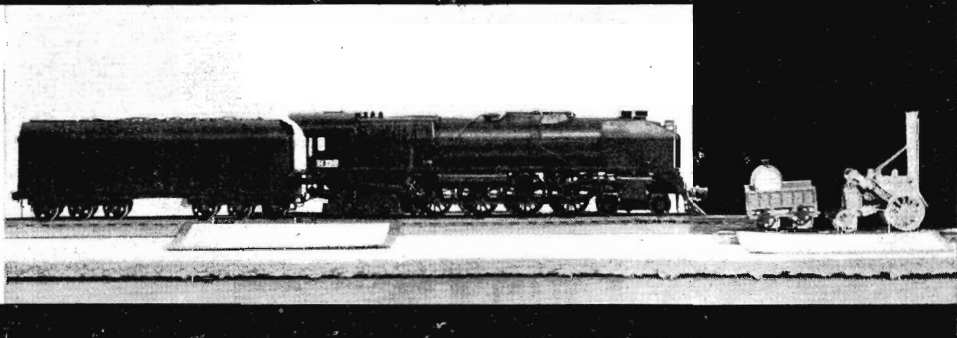
Far left: Built in Melbourne in 1854 by Robertson, Martin, Smith and Co., this passenger 2-2-2 tank type locomotive hauled the first Melbourne and Hobson's Bay Railway Co's train when the line was officially opened on September 12, 1854. It was the first orthodox locomotive to be built and run in Australia. Left: The NA Class 2 ft. 6 in. gauge locomotive. These engines ran on the Ferntree Gully-Gembrook and other narrow gauge lines.

The Q class facing the B class diesel-electric locomotive was the first made in Australia for the V.R. Built in 1873 by Phoenix Foundry, Ballarat, the Q's gave good service until 1908.



The S class (*Pacific*) first went into service in 1928. They were streamlined in 1936-38 to haul *Spirit of Progress* and were converted to oil burners in 1951-52. They have been scrapped and replaced by B class diesel-electric mainliners.

When built at Newport Workshops in 1941, H220 (*Heavy Harry*) was the most powerful and heaviest locomotive in the southern hemisphere. The wheel arrangement is the 4-8-4 *Pocono* type. It was the first V.R. locomotive to be equipped with a mechanical stoker. *Heavy Harry* completely dwarfs *The Rocket* (right).



Acquired for express passenger service, the R class were designed by V.R. engineers and built by the North British Locomotive Co., Glasgow. One of the R's was converted to use brown coal dust as fuel.

AROUND THE SYSTEM



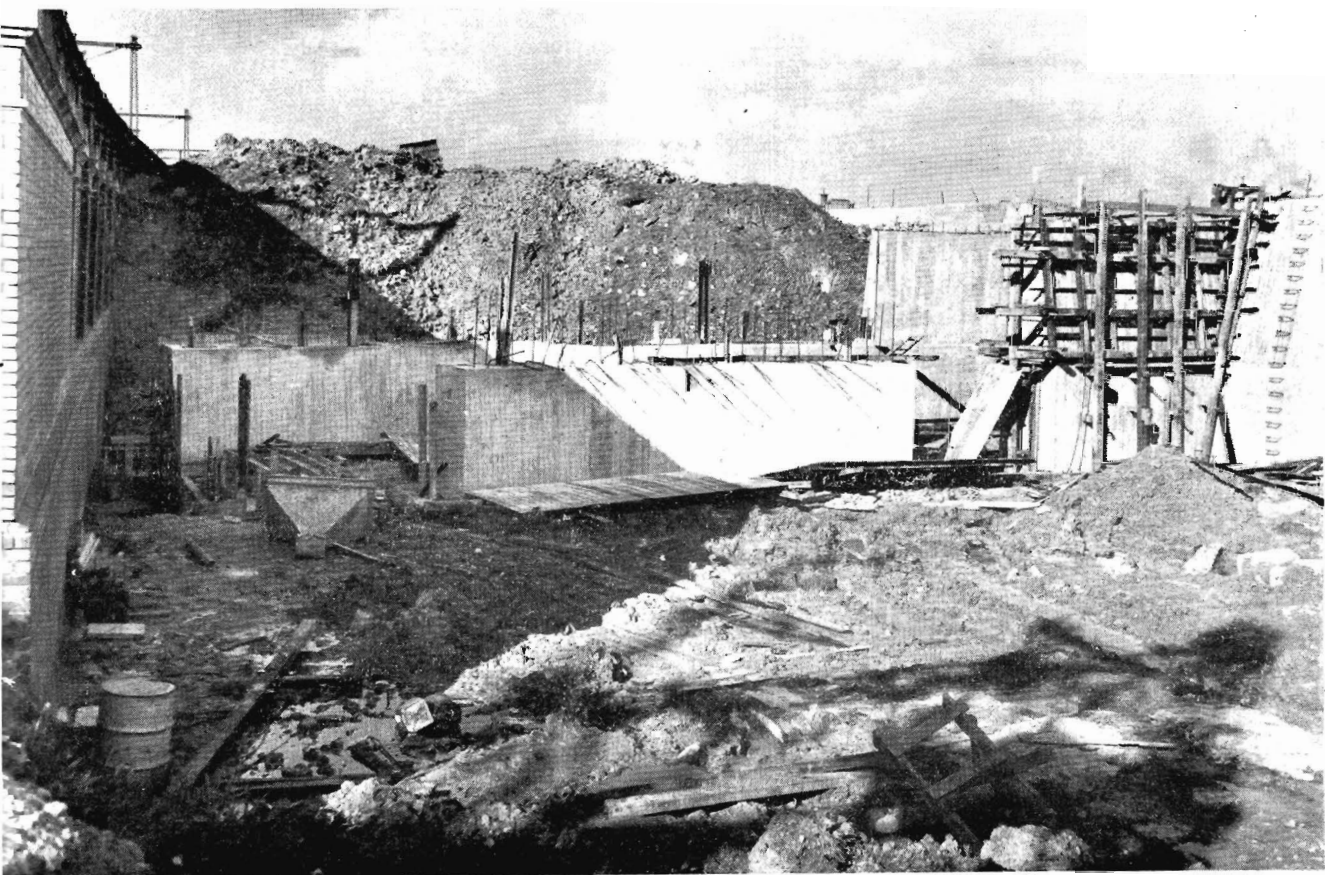
TRACK WORK : Way and Works staff must carry out some types of suburban track and bridge work after the last train has run, to avoid interference with traffic. Recent case was the placing of a new tramway square at the Burke Road crossing, Gardiner. A special train, with a steam crane, was used in the operation. The foundations were laid the previous week-end.



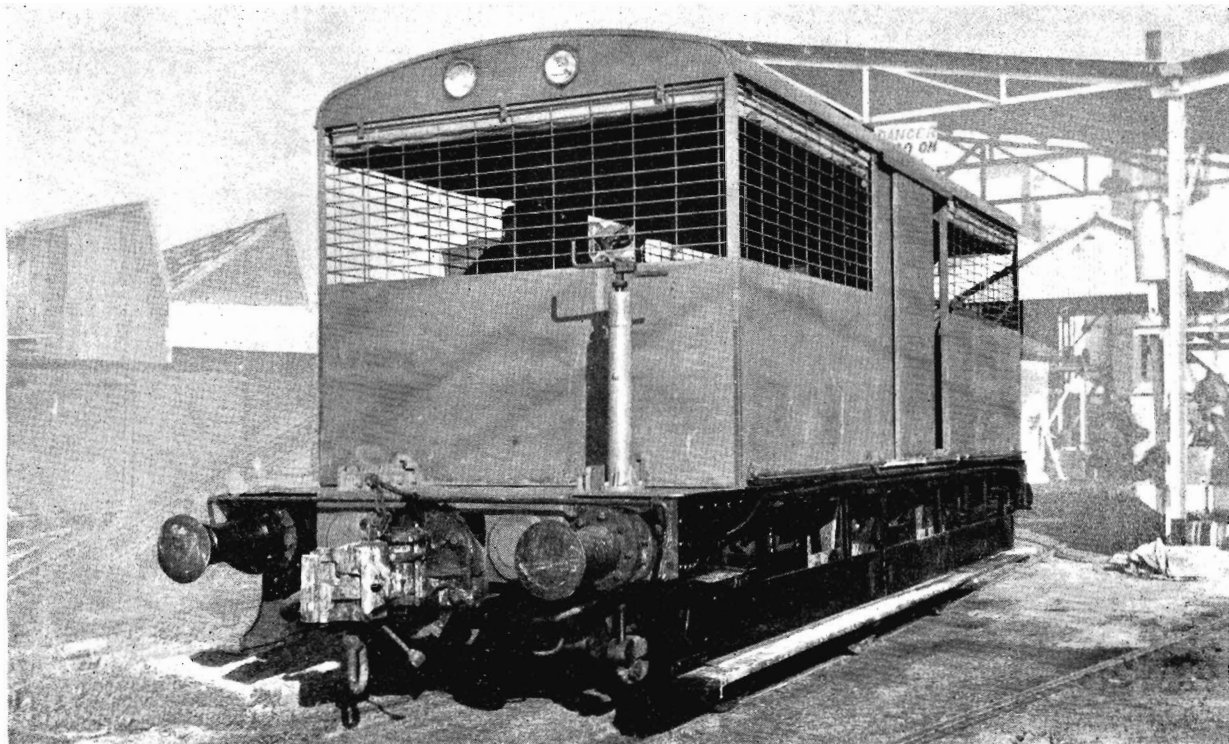
"SMILEWAYS" : (left) "Smileway" Club members chat with Peter Surray, of 3DB, before leaving Melbourne by special train for Traralgon. **OLYMPIC GAMES** : (right) A News and Information Bureau cameraman "shooting" a new suburban train for an Olympic film.



FUEL FOR WINTER FIRES : Keen demand for briquettes for household use, since the output was stepped up, results in big loads arriving in Melbourne from Yallourn daily. An electric locomotive has hauled this consignment to Malvern for unloading.



NEW RICHMOND STATION : This big railway project is one of the important works being carried out to improve the capacity of suburban tracks and so give train travellers improved service. Photograph shows the lower portion of the main subway (centre concrete walls) which runs from Swan Street beneath all tracks. The walls of the existing station can be seen on the left.



Diesel locomotive that was built on the engine frame of Y109, a scrapped V.R. engine.

TRANSFORMATION

LOCOMOTIVE builders of the Phoenix Foundry Co., Ballarat, little dreamed as they worked on Y 413 (later Y 109) towards the end of last century, that a then unknown type of engine would drive the locomotive after 67 years' service under steam power.

OF sturdy design and rugged construction, the Y's gave many years of reliable service. In their heyday they hauled express trains at 60 miles an hour. Of the original 56 on the locomotive register, 10 remain in the V.R. fleet and are now used solely for shunting and pilot work.

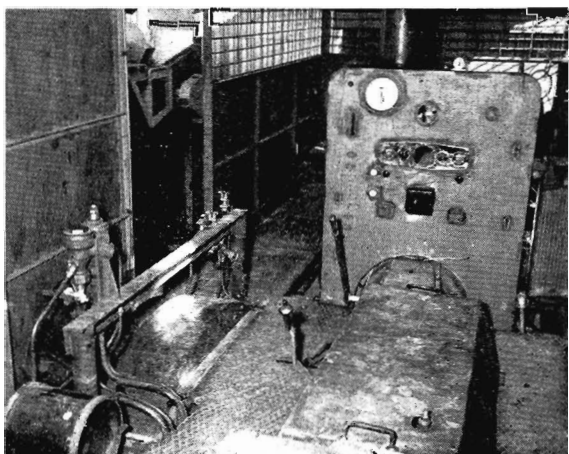
After being taken off the register at the end of a very useful life, Y 109 was saved from a complete break-up in the locomotive grave-yard when the Brunswick Plaster Mills Pty. Ltd., bought the engine frame and used the unit for the construction of a diesel locomotive. The converted locomotive, designed for about 16,000 lb. tractive effort, was fitted with a General Motors 71 series, 150 h.p. two-stroke diesel-engine, with 130 h.p. continuous rating at 1600 r.p.m. and is equipped with an automatic Westinghouse brake.

A roomy cabin is provided for the driver. He sits sideways near the centre so he can look forward or backward through the window openings. These extend all round and have lattice bars for ventilation in the summer. Drop curtains make the cabin rainproof in bad weather. An automobile light,

which can be dipped to facilitate the cleaning out of trucks at night, is mounted at one end of the cab.

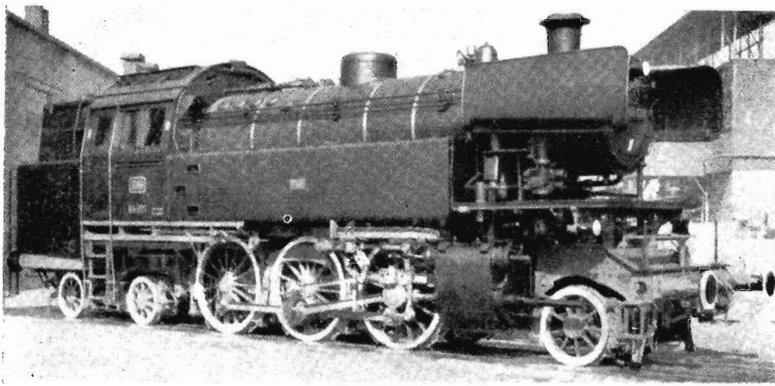
Alterations to the brake equipment and all related work on the basic engine unit were carried out at Newport Workshops. The rest of the conversion was done at the company's Brunswick works.

The old Y, in its rejuvenated form, should add to its long record of first class service.



The partly completed cab of the diesel locomotive.

LINES FROM OTHER LINES



German Federal Railway tank engine of 24,000 lb. tractive effort, for fast passenger traffic. Steam pressure is 227 lb. per sq. in.; evaporative heating surface, 938 sq. ft.; coupled wheelbase, 12 ft. 2 in.; total wheelbase, 36 ft. 6 in.; weight in running order, 92½ tons; coal capacity, 5 tons; water capacity, 3,150 gal.

Steam Locos In Germany

DESPITE increasing use of diesel motive power, the German Federal Railway some time ago decided to order small batches of two new steam locomotives, to observe the economy and general maintenance and servicing performance of new designs of steam locomotives. Accordingly, orders were placed for two 3-cylinder simple 4-6-2 engines and two light 2-6-4 tank engines. The two tank engines have been completed and are now running. At present they are confined mainly to passenger trains on secondary lines, and stopping trains on main lines.

More Turbine Locomotives

THE Union Pacific Railroad has ordered 15 8,500 horse-power gas turbine-electric locomotives from the General Electric Company and intends to order 30 more. The Union Pacific now has a fleet of 25 4,500 h.p. gas turbine-electric locomotives. The new locomotives will be built in two sections, permanently coupled together, with a driving cab at one end. Gas turbine-electric locomotives pack a large amount of power into a comparatively

small space, require no water, have fewer moving parts than other types of similar horsepower, and use low cost treated bunker C oil as fuel. The fuel tenders are being built by the Union Pacific. They are used to keep the weight of the locomotive on the driving wheels constant, instead of varying as the fuel is consumed.

Electric Trains In U.S.S.R.

THREE prototypes of a new electric motor coach have been completed at the Riga workshops of the railways, which is one of the most important producers of railway rolling stock in the U.S.S.R. These vehicles are fitted with large windows, fluorescent lighting, radio, and automatically closing doors. The driving compartment is equipped with cab signals reproducing the aspects of lineside signals, and a warning device if a signal is passed at danger.

Linguists in B.I.F. Specials

A train, with a typewriter operated by a woman linguist and stenographer, ran from Euston to the British Industries Fair at Castle Bromwich each day of the Fair. The typist, who knows French, German,

Italian, Spanish and Portuguese, was accompanied by two other interpreters. This is believed to be the first time that a typewriting service has been provided in a British train since the last war.

Electrification in U.K.

RAILWAY electrification in Britain will be carried out more cheaply, more simply, and probably more quickly, by adopting a system which takes current direct from the national grid. This system employs 25,000 volts, 50-cycles alternating current, with overhead wire conduction. It will be used on 1,210 of the 1,460 route miles of British railways to be electrified under the Modernization Plan. The 1,796 miles of track in the Southern Region, already electrified on the third rail d.c. system, will not be altered owing to prohibitive costs. The 250 miles of extensions planned for that Region will be carried out on the existing third rail system.

New Type Rectifier

FIRST electric train in the world to be fitted experimentally with a germanium rectifier, for converting alternating current from the overhead wire to direct current for driving the traction motors, ran in London recently. Germanium is a comparatively rare metal found in certain ores, such as silver and zinc.

Pennsylvania Waggon Repair Shop

WHAT is claimed to be the largest waggon repair shop in the world is nearing completion by the Pennsylvania Railroad at Hollidaysburg, 7½ miles from Altoona. It is a four-track steel structure to be known as the Samuel Rea shop. It will be ½-mile in length and will replace 12 existing repair shops on various parts of the system. From the outset it will be able to turn out 50 completely repaired bogie waggons daily, and, by developing shift working, it will be possible to increase the output to 80 or more a day.

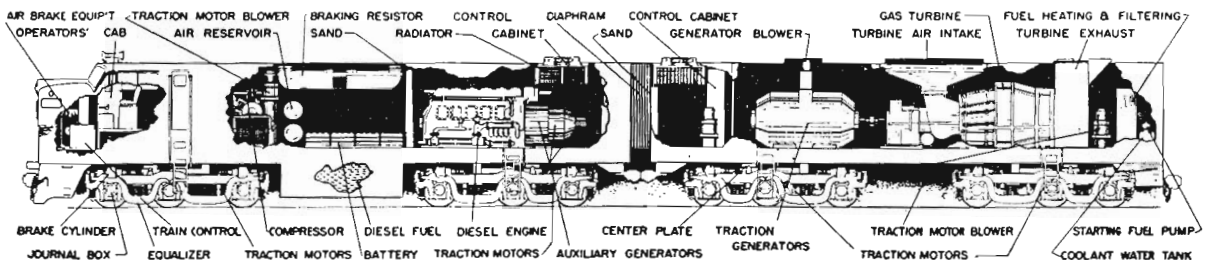
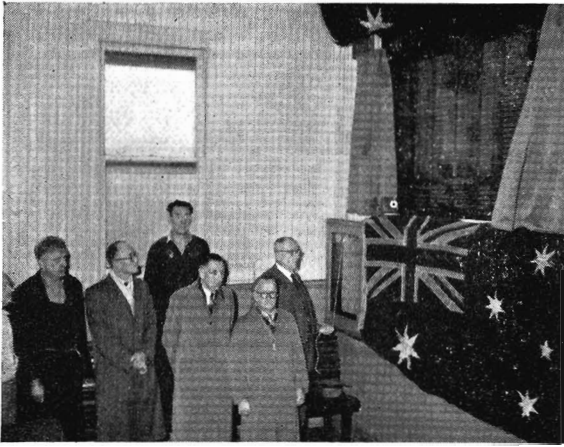


Diagram of the U.P. Railroad's new 8,500 h.p. gas turbine-electric locomotives. The operating units will weigh 408 tons on 12 axles and will be 165 ft. long (including the fuel tender) and 16 ft. high. These locomotives will surpass any internally-powered units ever built in their ability to haul trains faster.



Mr. O. Keating, Chief Clerk, Rolling Stock Branch, unveils an honour roll in the drivers' room at North Melbourne Locomotive Depot. On it are the names of the loco depot staff killed in World War One, and those who enlisted in the last war. Among those present at the ceremony were Messrs. F. Costello and S. Thomas, president and secretary, respectively, of the Victorian Railways Returned Servicemen's Section.

New Ambulance Chief

MR. K. W. MacKENZIE, who has succeeded the late Mr. W. J. Blackburn as Ambulance Officer, has been interested in first aid since he joined the service as a junior clerk, at Melbourne Goods.

He was a member of Melbourne Goods No. 1 when it won the State first aid championship in 1933, and was also a runner-up in a novice individual event. When he transferred to the Ambulance Section he gained a solid grounding in all aspects of its work under the then Ambulance Officer, Mr. Victor Southwood.

Mr. MacKenzie was appointed Assistant Ambulance Officer in 1941. When Mr. Blackburn became Ambulance Officer after the death of Mr. Southwood, Mr. MacKenzie assisted in the organization of country first aid centres and adjudicated at district competitions. He also took a leading part in organizing State and Australian first-aid championships at Mt. Evelyn.

During the last war when Mr. Blackburn was with the Army advising on first aid instruction, Mr. MacKenzie became Acting Ambulance Officer and was responsible for the formation of railway A.R.P. first-aid services throughout the system. Since his new appointment, Mr. MacKenzie has seen new first aid centres established at Wodonga, Mildara, Nyora and Elwood.

Mr. MacKenzie is treasurer of the V.R.I. For some years he was secretary of the Institute's golf club, and is a life member. He also managed several Victorian railway golf teams in interstate tournaments. He is a life governor of the Victorian Civil Ambulance Association, and the Sutherland Homes for Children.

Born To First Aid

MR. R. C. GRACE, new Assistant Ambulance Officer, is another railwayman who has dedicated himself to first aid. Actually, he has followed in the footsteps of his father, the late Mr. Robert Grace, who was in the Melbourne Yard team that won Victoria's first all-Australian first aid championship at Mt. Evelyn.

Mr. Grace, junior, joined the service as a lad labourer at Newport Workshops in 1933. Later, he became a train examiner at North Melbourne Workshops, Melbourne Yard and Geelong before going to Ouyen in 1939. He remained

there until last year when he was appointed ambulance organizer in Melbourne.

At Ouyen, Mr. Grace was class instructor and leader of No. 1 team, which won the final of the novice event in 1947. Under Mr. Grace's capable leadership, the team competed in State finals for a number of years and was runner-up in the State championship in 1951. Mr. Grace brought the Ouyen team to a high pitch of efficiency with the result that it held the district shield five times.

He was on the Ouyen Hospital committee for 14 years, and president for four years. In the post-war years when there was an acute shortage of nursing staff, Mr. Grace organized a voluntary aid service among railwaymen. A roster was drawn up and local railway staff made hospital beds and carried out general nursing duties. Had it not been for the work of the railway volunteers, a section of the hospital would have been closed. For this outstanding civic act, Mr. Grace was made a life governor of the hospital, and, subsequently, was awarded the Queen's Coronation Medal. He was also secretary of the V.R.I. centre for seven years, president for two years, and secretary of the local fire brigade.

As Assistant Ambulance Officer, Mr. Grace will be responsible for first aid equipment, organizing and examining at country centres and competition adjudication.



The Ambulance Officer (right) planning a country first aid campaign for his assistant.

Obituary

NEWS LETTER records with deep regret the tragic death of Mr. Royce William Hosking, who was motoring to Bairnsdale, to attend a meeting of the East Gippsland Regional Committee, on behalf of the Department, when he was involved in a fatal collision, near Sale, with a motor transport. Mr. Hosking was a zealous, efficient and extremely popular officer with great experience and wide railway knowledge. His death is a severe loss to the Department, and *News Letter* extends the sympathy of all railwaymen to his wife and family in their sad bereavement.

Mr. Hosking joined the Department in 1911 as a junior clerk at Hawksburn in the then Transportation Branch. He was transferred to Room 10 at Head Office, and later was stationed at Leongatha, Essendon, Toorak and Richmond, before joining the staff of the General Passenger and Freight Agent (now Chief Commercial Manager). Mr. Hosking returned to the Traffic Branch as a clerk at Glenferrie in 1918,

and after a period of relieving duty and further suburban and country experience, was promoted in 1920 to assistant stationmaster. Two years later, he was appointed stationmaster at Heathcote. He was stationed at Kilmore, Orbost and Carnegie before his appointment as Special Officer in 1935. He was promoted to Traffic Inspector in 1936, Assistant District Superintendent at Ararat in 1938, and became Melbourne Goods Superintendent in 1947. The next year he was Metropolitan Superintendent, and in 1953 became Acting Outdoor Assistant to the Chief Traffic Manager. Since last year he had been acting as Superintendent of Train Services. Mr Hosking helped in the planning and establishment of the modern goods terminal at Dynon. He was also responsible for grade classification of goods sheds' staff.

Generosity

RAILWAYMEN are noted for their generosity in helping those in distress. On a holiday trip from Melbourne to Dimboola recently, an orphanage boy had his rail ticket and 8/- stolen. When Dimboola railwaymen heard of his plight they took around the hat on pay day and collected £6 3/9 for him.



Mr. Abberton

Survived Mining Disaster

BEFORE he became a railwayman, Trackman Peter Mangion, of Elwood Depot, was a trucker at Mt. Lyell, Tasmania, and was working there at the time of the 1912 disaster. He was lucky to escape with his life, and the survivors contributed one day's wages (9 -) to assist the dependents of the victims.

He had come to Australia from Mosta, Malta, at 19 and his first job was as a furnace hand at a cement company's works in N.S.W. Mr. Mangion joined the Railway Construction Branch when he came to Victoria from Tasmania and in six years saw a great deal of the State. In 1919 he joined the Way and Works Branch and was with special gangs. He was transferred to Elwood 21 years ago.



Identical twins Frederick John and Francis David Collins, who began their apprenticeship as car painters at Ballarat North Workshops this year. Frederick (left) wears a different type of shirt to make identification easier.

A Railway Habit

MR. G. W. ABBERTON, Production Assistant in the Planning Engineer's section at Newport Workshops, is the second railwayman to become chief president of the Australian Natives' Association. He succeeds Mr. J. A. Donald, Accountancy Branch clerk, who has been ill for some time.

A.N.A.'s new chief has spent his 43 years' railway service in the Rolling Stock Branch at Newport Workshops, where he served his apprenticeship as a brass, iron, and steel moulder. He transferred to the Welding Division in 1931 and to the Planning Engineer's section in 1954.

With the A.N.A., Mr. Abberton has been secretary of the Williamstown branch for the last 12 years and of the Altona branch for the last three; he was elected to the Board of Directors in 1952.

In other fields, he has been twice president and is now a trustee of the Williamstown and Newport Dispensaries and is an executive member and a past president of the Dispensary Association of Victoria. As a poultry breeder, he was State secretary of the National Utility Poultry Breeders' Association and secretary of its Western District branch, while during the last war he was organizer and secretary of the poultry industry's Spitfire Appeal. He was also a committeeman and secretary of the Williamstown Football Club. Last year he was appointed a J.P. for Central Bailiwick.

We're Sorry

Station name "Lockwood" in July *News Letter* centre-spread should have been "Longwood."



Mr. Mangion

ALIBIS FOR ACCIDENTS

I DIDN'T
SEE

I DIDN'T
KNOW

I DIDN'T
THINK



A typical poster that reminds railway staff of the necessity of being careful on the job.

Women First Aiders

TRAM conductresses at Elwood are now receiving first aid instruction. Realizing that a knowledge of first aid is essential in transportation, they approached Supervising Motorman G. H. Barratt, an experienced first aider, and he obtained the permission of Ambulance Officer K. W. MacKenzie to form a class. Mr. Barratt was the divisional corps superintendent of No. 2 district, St. John Ambulance Cadet Corps, and formed a cadet corps at Sandringham in 1944. In his Elwood class are Mesdames S. Fulton, R. Dean, I. Merrills, F. Igoe, and W. Ward, and Misses M. Duffy and P. Jeanes. Their ambition is to enter an all women's team in the State competitions.

They Baked A Cake

FLINDERS Street station portresses thought so much of Stationmaster's Clerk Lawrence Bond that, when he retired after over 45 years' service, they made a special farewell cake for him.

Mr. Bond was at Flinders Street for 25 years. He joined the Department as a junior clerk at Charlton, and was there for five months before his transfer to Spencer Street Parcels

Office. About 20 years later he moved to the Stationmaster's office staff at Flinders Street.

The railway bond is strong in the Bond family. His grandfather, Jonathan Bond, was a stationmaster at Ravenswood when he retired, and Laurie's father Jonathan, and his uncle, George Collingwood Bond, were also S.M.'s. His brother, the late George Bond, was a locomotive driver. The late Nelson Bond, Seymour locomotive foreman, was his uncle, and a cousin, Victor, was a train examiner at Flinders Street for many years. Another cousin, Bob, was a boilermaker at Geelong. Two aunts were married to railwaymen; one to the late Stationmaster W. Edmunds, and another to Charles Alder, locomotive driver.

Thanks.

FOR the informative talk by Chief Inspector C. W. Pilgrim, Railways Investigation Division, on the depredations of vandals. "It is our aim to make a determined attack on this social evil."

—T. Hunter, hon. secretary, No 7 District Head Teachers' Association, Auburn South Training School

For the facilities provided and the courtesy shown by railway staff. "This courtesy has added much to my enjoyment and I take home with me many pleasant memories of my railway travels".

—May Kimberley—on staff of British Railways, London

To Gardener G. Conry for the selection and lay-out of shrubs on the plantations surrounding the west side of new Burwood Station. "Residents are fully appreciative of the courtesy of the station staff in this rapidly growing district."

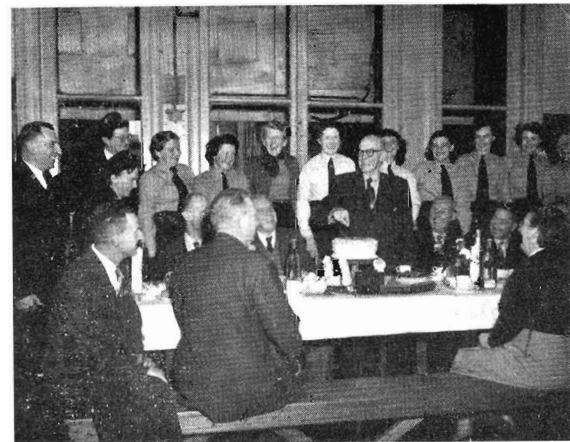
—W. Gordon Sprigg, public relations officer, Burwood West Progress Association

For the kindness and consideration shown his wife who is on crutches as a result of an accident. "We travelled recently with six children from Spencer Street to Springhurst. The conductor had the train moved at Springhurst to save my wife a painful walk along the corridor. On the return trip we were directed to the appropriate point on the platform at Springhurst, and when the train arrived the conductor assisted us to our reserved compartment."

—R. B. Billings, Koroit

Our New Australians

NEW railwaymen of many nationalities have become assimilated in the railway family. Some have added a touch of old world courtesy to the Department's day-to-day relations with the public. They have also proved particularly useful, because of their knowledge of languages, in the handling of big batches of migrants arriving from time to time at Port Melbourne. Recently it was necessary to run a special train for Greek migrants from Port Melbourne to Mildura, where they were required for urgent fruit harvesting work. New railwaymen of Greek origin were selected for the staffing of the train, with the result that there were no language difficulties and the migrants' first day on Australian soil was a very happy one. About 800 pieces of luggage were transported in the van and not a single case was mislaid. The appetising meals provided for the new arrivals at Ouyen made them feel that they had made a happy choice in coming to Australia. The train arrangements generally were summed up by Mr. N. J. O'Heare, regional director, Department of Labour and National Service, as "a well conceived piece of planning."



Mr. Bond cuts the cake.

Answers To Quiz

- (1) H220 (Heavy Harry).
- (2) Newport Workshops.
- (3) High availability.
- (4) £39,977,320 (1954-55).
- (5) Wheat.
- (6) 30,235 (1954-55).
- (7) Maximum permissible speed 70 m.p.h.
- (8) "Spirit of Progress" and "The Daylight Express".
- (9) Dieselization.
- (10) The people.

Half Century Of Service

MR. C. W. WEATE, Assistant Comptroller of Stores, who has retired after half a century of railway work, acted as Comptroller of Stores for various periods. Among the senior positions he held during his career were Storekeeper, Newport Workshops, and Storehouse Manager, Spotswood General Storehouse.

In the last war Mr. Weate was Controller of the Machine Gun Carrier Section which handled components from various sources for the manufacture and assembly of machine gun carriers at Newport Workshops and other places. It was an important phase of the railway war effort and was highly praised by the defence authorities.

Before he attended a social evening in his honour at the V.R.I., Mr. Weate was presented by the Comptroller of Stores (Mr. F. Orchard) with a grandfather clock. In retirement, Mr. Weate will play bowls.

He has been succeeded by Mr. A. W. Wilkinson.



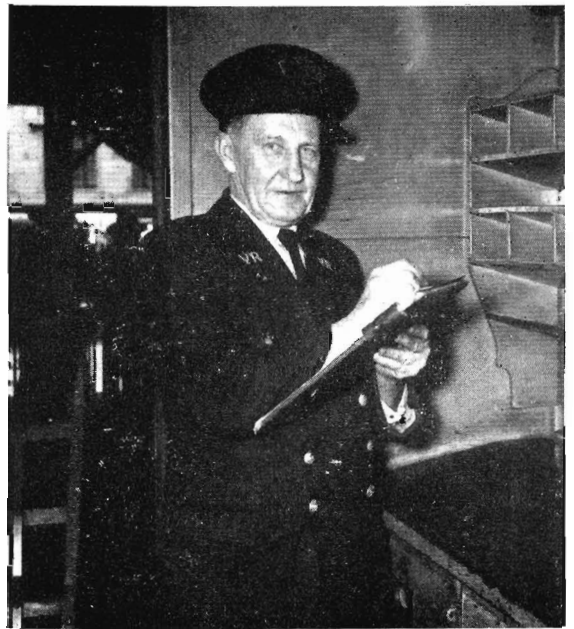
Signalman Robert Stow (left) who retired recently, was for many years in "A" Box, Flinders-st., before being transferred to the Viaduct signal box. He joined as a signal porter in 1913, was promoted to signalman five years later and, subsequently, to special class signalman in 1933. At his farewell, he was presented with a barometer and a reading lamp. Mr. Stow will spend most of his leisure gardening and with his favourite books.

Railwayman Conjurer

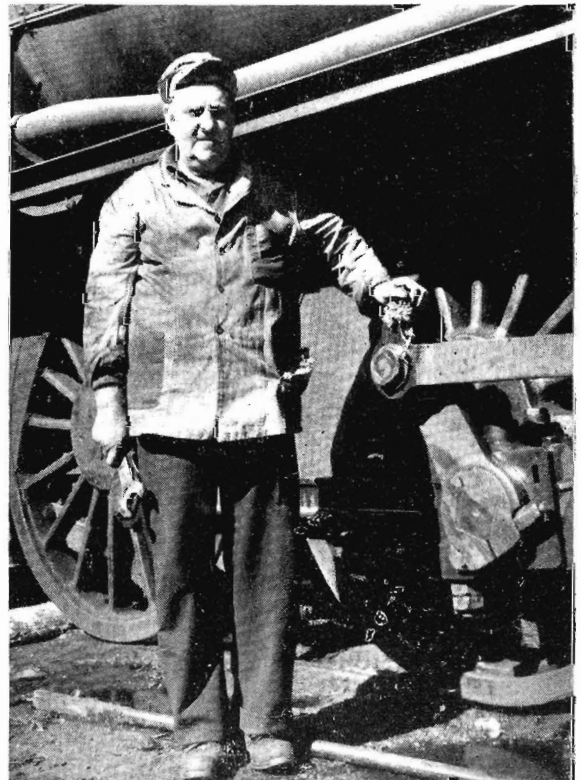
IRON Machinist Percy Hatch was in the forge or smithy at Newport Workshops for most of his 49 years' service. One of the 'shops best known personalities, he was an expert conjurer and entertainer. In retirement, Mr. Hatch will live quietly in the Dandenong Ranges.

Lad Porter to S.M.

MR. J. QUICK, who was Maffra's stationmaster for more than five years, saw a great deal of the system in his 49 years' service. He joined the then Transportation Branch as a lad porter and when he reached stationmaster's rank he was appointed to the relieving staff. Later he was in charge at Port Albert, Alberton, Chillingollah, Tinamba, Cobram, Kyabram, Wallan and Bacchus Marsh. At his farewell, he received a presentation from local residents, and two arm chairs and a travelling rug from Maffra station staff and guards. He intends living in Melbourne and devoting most of his leisure to gardening and fishing. Mr. Quick has seven children.



Passenger Guard William Edward Looby made his last trip on *Spirit of Progress* recently. He has retired after 46 years' service. He rose from shunter to goods guard and was promoted to passenger guard six years ago.



Fitter Harry Alderson spent 20 of his 41 years' railway service at Wodonga Locomotive Depot. He joined the Department at Newport Workshops and was at Benalla and Bendigo before going to Wodonga in 1936. At his farewell recently he was presented by locomotive driver Alec Reid with an electric razor, a suitcase, travelling rug and a cheque, all of which should be very useful to him on his New Zealand holiday. In retirement he will spend most of his time in the garden of his Heidelberg home.



Port Fairy and Maryborough, finalists in the V.R.I. Country Bowls Week teams championship, won by Port Fairy. *Left to right:* J. Hoey (Port Fairy), A. Bellamy (Port Fairy), A. Reaper (Port Fairy), J. Hutchinson (Maryborough), L. Chappell (Maryborough), W. Sinclair (Maryborough), G. Kirkham (Maryborough), W. Brittain (Port Fairy).

SPORTS

Country Golf Week

A NNUAL country golf week will be held at the Rosedale links on September 10-13. A big programme of events, including the teams and open singles championships, will be competed for by railway golfers from most parts of the system. Last year the teams and open singles championships were won by Bendigo and Mr. A. Barlow, of Daylesford, respectively. Golfers planning to take part in the tournament are asked to get in touch with Sports Secretary, R. M. Kydd (auto. 1109).

Keen Football

A LTHOUGH North Melbourne Locomotive Depot, a team with great overall strength and experience, has won the V.R.I. Football Association's premiership in three successive years and, so far is undefeated this season, the teams in the competition are so evenly matched that Loco. will find it no easy task to win four Commissioners' cups in a row. Recently, Loco. narrowly escaped defeat by Melbourne Yard, the winning margin being only two points.

Another exciting match was that

between Suburban Lines and Melbourne Yard. The scores were close throughout the match. With the last kick of the game, Tonkin, Suburban Lines, struck the post with a shot from about 35 yards out, and the match ended in a draw.

With the season half finished, North Loco. leads with 20 pts., followed by Suburban Lines, 14, Geelong 12, and Melbourne Yard 10. Raymer (North Loco.) heads the goal kickers' list with 8, Edwards (Suburban Lines) and O'Neill (Melbourne Yard) share second place with 7 goals.

This year the preliminary final will be played at Geelong and the grand-final at North Melbourne League ground.

Rifle Shoot Revived

M ANY years ago railway riflemen from all States competed for a shield presented by the late Mr. A. B. Triggs, of N.S.W. Railways. The competition, however, was abandoned 20 years ago, and the shield is still held by the N.S.W. Railways Institute. The Commissioners have agreed to a revival of the competition, and it is expected that it will be held, in conjunction with the next Queen's shoot prize meeting, in N.S.W. from October 8 to 12. Teams consist of six to eight

riflemen, and Victorians who would like to compete for the shield, are asked to write to the General Secretary of the V.R.I. (Mr. W. E. Elliott).

Hockey Players Wanted

T HE V.R.I. Hockey Club did so well last year that it advanced from C to B grade in the Victorian Amateur Hockey Association's competition. However, this season the club has lost so many players because of sickness and injury that it has been unable to field a team for several weeks. More players are needed if the club is not to be relegated to a lower grade next year. Railwaymen, who play hockey or would like to learn the game, are asked to get in touch with either Mr. P. Johnson (auto. 1984), or Mr. P. Gibb (auto. 1355).

Lacrosse Star

A PPRENTICE Electrical Fitter Douglas Imlack, who is working on the new suburban cars in the Erecting Shop at Newport Workshops, is one of Victoria's best junior lacrosse players. He skippered the State colts' side at the Australian carnival in Perth last year, and was vice-captain of the all-Australian colts' team. Doug's other pastime is swimming.

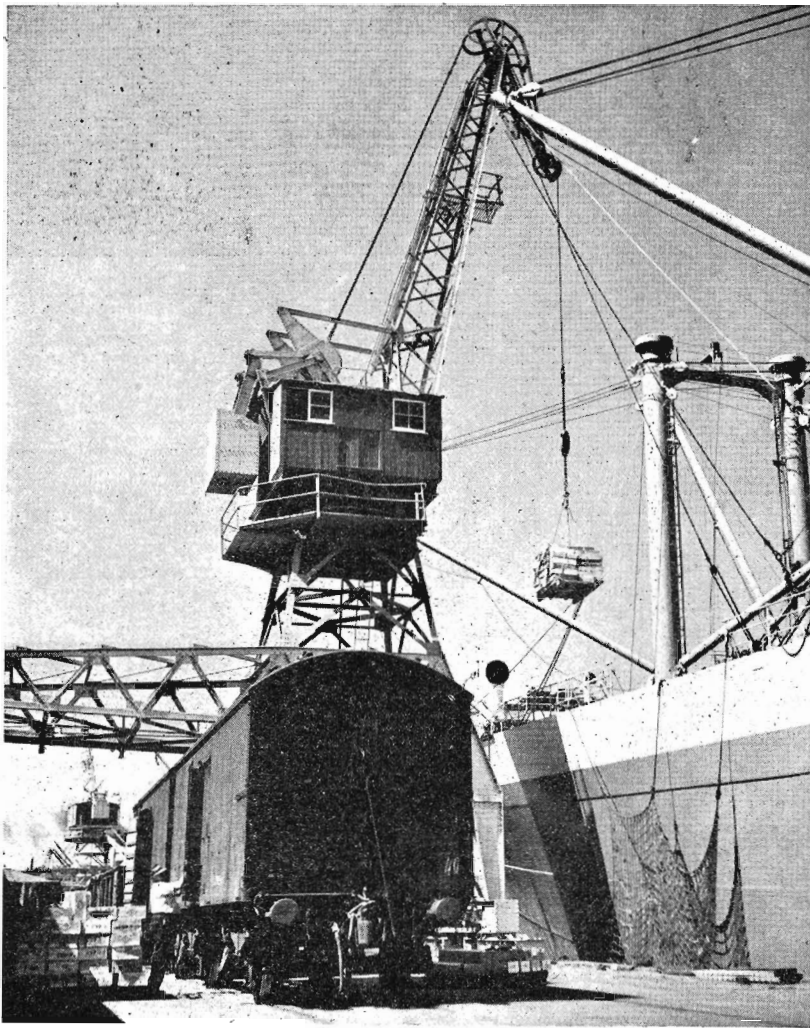
VICTORIAN RAILWAYS

NEWS LETTER

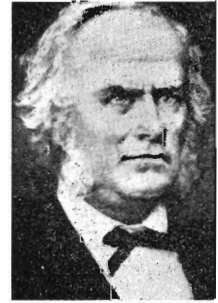
VR



CENTENARY OF REFRIGERATION



Pears for export being transferred from a T class truck into a ship's hold at Victoria Dock.



James Harrison

CENTENARY of refrigeration in Australia this month is of special significance to railwaymen because of the great advances made in the transportation of perishable foodstuffs following its perfection.

MR. MEYER'S OVERSEAS TRIP

MR. O. G. MEYER, Deputy Chairman, is attending a special course in advanced business management at Harvard University, U.S.A.

Before he left for America, Mr. Meyer said he was grateful to the Minister for Transport (Sir Arthur Warner) for supporting his nomination for inclusion in the advanced management programme.

Mr. Meyer added that equally as valuable as the course at Harvard University, would be the informal discussions he would have with 140 nominees, most of whom are senior business executives.

The Faculty of Business Administration of Harvard is highly regarded throughout the world, and inclusion in the advanced management programme is much sought after in the U.S.A.

During his visit to America Mr. Meyer will study latest railroad developments, including the "pick-a-back" system of rail-road co-ordination, light-weight passenger cars, expeditious freight handling at terminals, and improvements in the internal railway administration generally. *See page 13.*

PIONEER of mechanical refrigeration in Australia was Mr. James Harrison, inventor, journalist and legislator, of Geelong, who was the first to make commercially practicable the manufacture of ice mechanically, and so opened the way for Australia's big export trade in perishable produce.

Early days of preserving food in Australia with natural ice began when the American barque, *Tarter*, discharged a cargo of natural ice—believed sawn from the frozen surface of Lake Wenham, near Boston, U.S.A.—at Moore's Wharf, Sydney, on January 15, 1839. The event was headlined in the *Sydney Gazette*—"A Novel Importation."

Bulk of Victoria's perishable produce for overseas markets is moved in T class trucks to the docks for shipment. These vehicles number 465, including 50 of an improved type built at Newport Workshops. The T's are iced for long hauls, and their insulation also enables consignments to be transferred from cool stores and protected from deterioration on shorter journeys.

Refrigeration has also brought greater comfort to train travellers and improved railway catering.

Every Victorian air-conditioned car has a refrigeration unit enabling the air temperature to be regulated. The Refreshment Services Branch is also well equipped with refrigeration facilities at the Dining Car Depot, The Chalet (Mt. Buffalo), station refreshment rooms, the Newport Hostel, and so on.

THE MONTH'S REVIEW

Cabinet Takes To Rail

IT is 20 years since a Victorian Government held a Cabinet meeting on a speeding train. The practice was revived recently, when Cabinet travelled to Geelong in the *Norman* car, which was attached to the 9.25 a.m. passenger train from Spencer Street. Cabinet matters were discussed on the journey to Geelong, and business was completed in Geelong's City Hall council chamber. Cabinet members returned to Melbourne by train the same day. Taking Cabinet to the country will be repeated later in the year when it is proposed holding meetings at Bendigo and Ballarat.

Another railway-minded Parliamentarian is the Hon. E. F. Guye, Polwarth M.L.A. and a former Minister of Transport. While Parliament was in recess Mr. Guye went to Cairns by train, and in his rail travel through three States familiarized himself with railways generally.

Removal Bouquet

IN every big organization, something goes wrong at times. On these occasions, the spotlight of criticism is focussed on faults, and day-to-day efficiency passes unnoticed. Therefore, it is nice to get a word of praise from a satisfied railway customer, such as Mr. N. C. Lenehan, of Brisbane. He consigned to Brisbane, at Dynon Depot, 41 packages of furniture, including crockery, glassware, pictures, mirrors, and so on. When the packages were opened in Brisbane, not a single article was found to be damaged. And total cost, including road delivery at both ends, was about half the best quote for door-to-door road transport.

Freight Handling Praised

CITRUS growers have also praised the railways for the efficient handling of a record export orange crop. *Citrus News* says: "The improvement in the service this season is the result of a co-ordinated effort over the past two years. The Mildura district association maintained close contact with its packers to obtain the maximum possible efficiency in loading operations, and full co-operation was given by local railway officers. Fragile labels were placed on the trucks, upon arrival in the yard, to ensure the most careful handling."

Good Revenue Earners

AUTOMATION is proving a good revenue earner for the railways. Automatic vending machines at Flinders Street, Princes Bridge and Spencer Street stations, in 10 months, returned more than £19,000 from fruit drinks, and over £12,000 from chocolates.

Latest Refreshment Services' innovation is the snack bar, open until 11 p.m. on the Flinders Street station concourse. This light refreshment service is an experiment that is being watched with interest. At present it gives every indication of being a success.

More Diesel Mainliners

FURTHER operational savings will be made when the 10 1,750 h.p. diesel-electric mainline locomotives ordered by the Department from Clyde Engineering Co., of N.S.W., are in service. First of these locomotives is expected to be delivered in May next year, and the rest will follow at monthly intervals. The 10 new diesel-electrics will, ultimately, bring the strength of the mainliner fleet to 36. Of the 27 900 h.p. T class utility diesel-electrics ordered, 14 are in service.

Migrants' Meals

WELL cooked and appetising meals for migrants when they break their journey from the port to the Bonegilla reception camp, are provided by the Victorian Railways at Seymour. During the past year more than 17,000 migrants, from 37 trains, were fed at Seymour Refreshment Rooms.

Naval "Invasion"

DURING the Olympic Games in November trains will be busy taking thousands of people to see one of Melbourne's greatest naval "invasions". Tentative arrangements have already been made for berthing 24 naval vessels, including three aircraft carriers, cruisers, destroyers and submarines. They will be berthed at Princes Pier, Port Melbourne; Gellibrand Pier, Williamstown; South Wharf and the new Appleton Dock. The submarines will be moored at South Wharf, downstream from Spencer Street Bridge, and immediately opposite the North Wharf berth for the Royal yacht, *Britannia*, which will be the Duke of Edinburgh's home while in Melbourne.

Historical Steam Train Tour

MORE than 300 members of the Australian Railway Historical Society and their friends spent an enjoyable Saturday afternoon, recently, travelling in a special steam train over four sections of suburban railway lines not normally used for passenger traffic.

Lines on which the train ran included the Inner Circle (between Rushall and Royal Park), on which passenger services ceased in July 1948; Hawthorn-Kew line, without passenger services since August 1952; and Newport-Sunshine and Albion—Broadmeadows

goods lines, which have never had a regular passenger service.

The special train ran from Flinders Street station to Clifton Hill, then to Royal Park, Burnley and Kew, and on the return journey to Footscray, Newport, Sunshine, Albion, Broadmeadows, Essendon and Melbourne. The distance covered was about 30 miles.

Thanking the Department for its co-operation in making the tour an unqualified success, Mr. M. C. G. Schrader, the Society's honorary secretary, praised the immaculate condition of the rolling stock provided and willing assistance received from railway staff. "We feel that the smooth handling of this excursion demonstrates the ability of the V.R. to cater for even unusual traffic requirements, and if it is true to say that a satisfied customer is the best advertisement, we certainly qualify for this distinction," added Mr. Schrader.

Modern "Sparks"

EQUIPPED with all the controls of a real train, the special skeleton suburban motor coach in the lecture hall at the Electric Running Depot, Jolimont, gives trainee drivers their ground work before going to the training track between Reservoir and Thomastown, where they learn to stop and start and carry out roadside adjustments.

Old "sparks", who has helped to turn out hundreds of electric train drivers, is to be joined by a more fashionable brother: a prototype of a new suburban motor coach. The electrical equipment has been installed, and all that remains to be done is the fitting of the mock-up cabin.

Trainee drivers will be getting the feel of the new controls in the skeleton motor coach within the next three months.

FRONT COVER

The flagman is a key man in a track gang. He acts as a "look out" for approaching traffic and his warning whistle is the signal for trackmen to stand aside until the train passes. He then takes up his stand again with the outstretched red flag.

Our front cover shows a flagman protecting a gang preparing for track relaying at Murrumbidgee.

During the past five years considerable progress has been made with track improvement work, including relaying and reconditioning. Over two million sleepers have been replaced, and 168 miles of track relaid.

OVERSEAS PERMANENT WAY



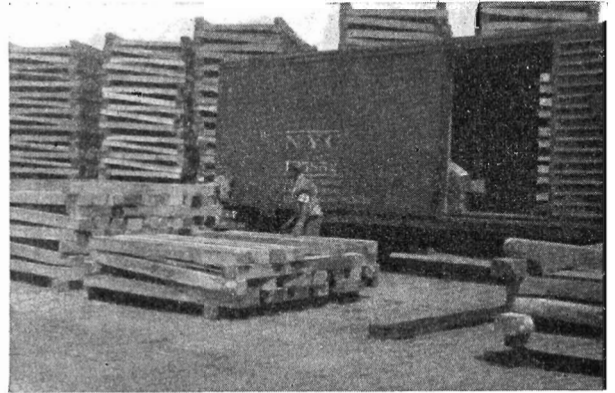
PICTORIAL highlight of the recent lecture by Mr. L. A. Reynolds, Chief Civil Engineer, at the Victorian Railways Institute, show overseas permanent way maintenance.

The talk, which included 140 slides, re-introduced the Institute's programme of lectures.

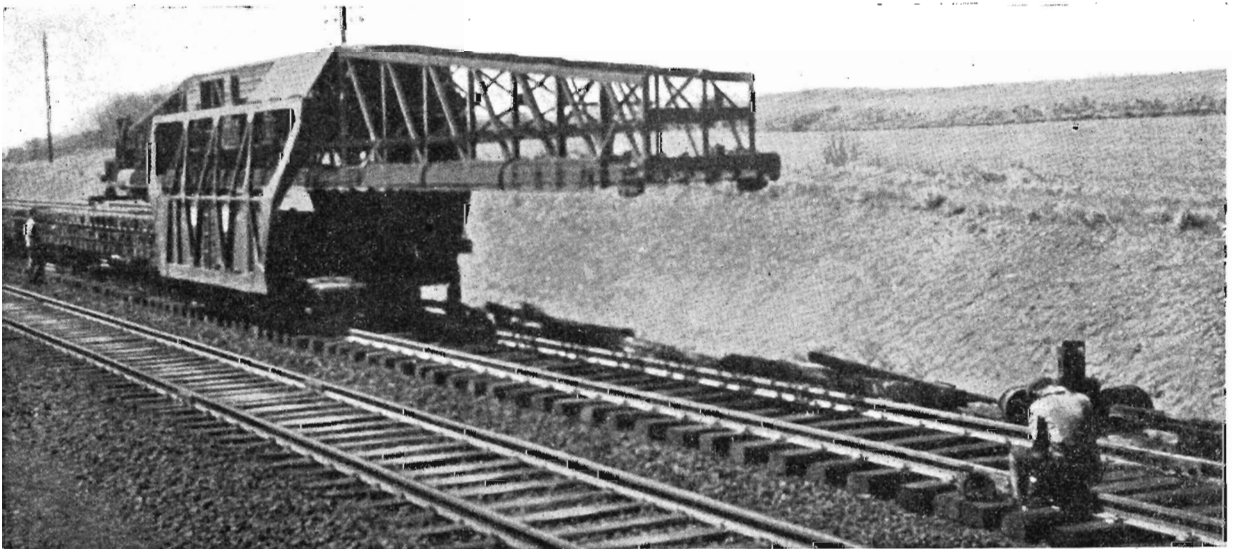
(Left) British and European Railways are developing concrete sleepers as a substitute for timber. This track is near Paris on the French National Railways; the rails are laid on longitudinal concrete sleepers (Laval system) with steel tie bars to hold the track to gauge.



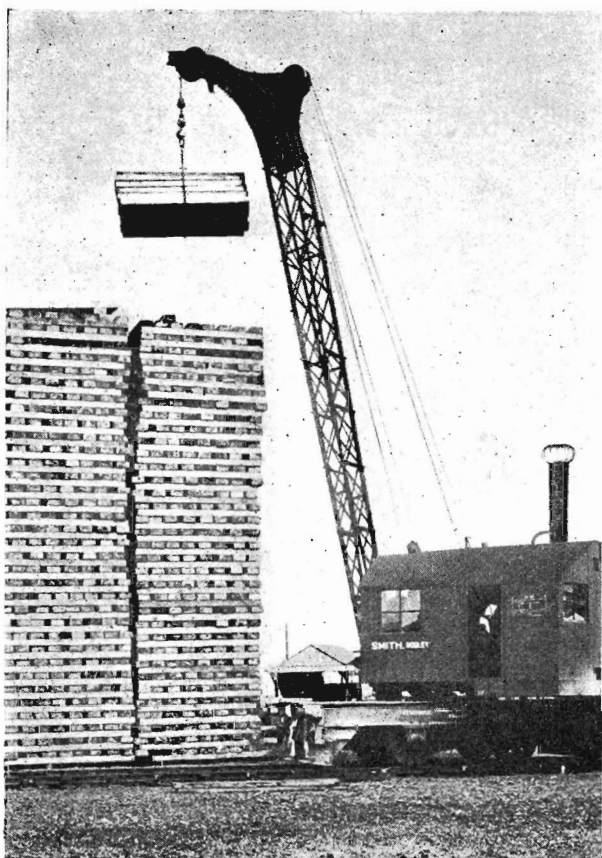
English and French practice is to pre-fabricate track with rails in 60 ft. lengths, spiked down to the sleepers. This work is being done at a depot at Newport, Wales.



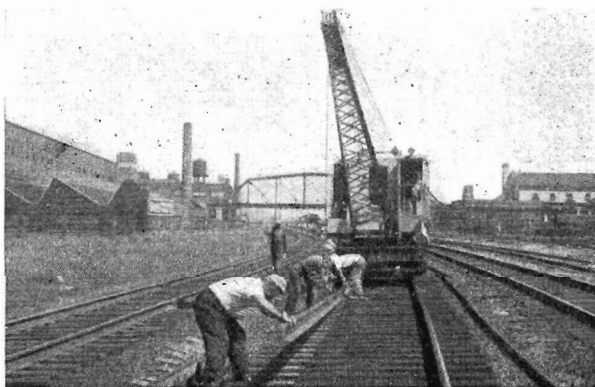
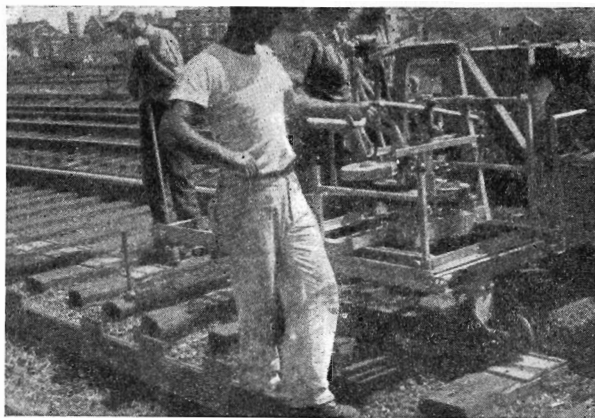
Unloading a box car of sleepers at a timber preservation plant in America. Each sleeper is handled by one man from inside the truck to a low stack which is lifted by a fork lift truck to form high stacks for air drying.



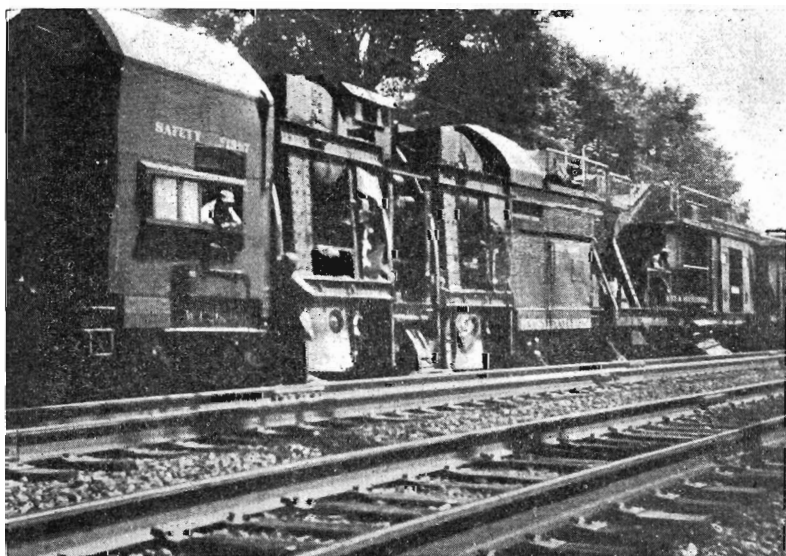
The Drouard rail-laying wagon is used in France to pick up a length of pre-fabricated track from trolleys behind the wagon.



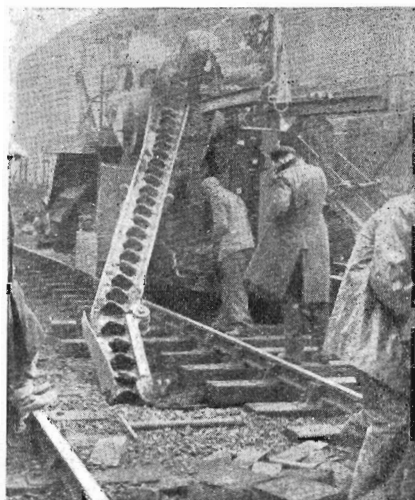
Sleepers, which arrive by barge at Hayes Creosoting Works (British Railways) being lifted in bundles to the top of the stack, where they will be stored for several months for drying out before being treated with Creosote.



In America, the relaying operation is a re-railing job, arranged as a series of processes with specialized machines passing along the track. Each leg of the track is laid in separately. (Top) A Dunrite gauging machine is gauging the sleeper plates to exact position. (Below) A crane laying in the new rail.



Brown Hoist ballast cleaner working on the Pennsylvania Railroad excavates ballast in the shoulder and inter-track space only. Waste material is carried by a system of conveyors to hopper trucks marshalled in the train behind the excavator.



A Matisa ballast cleaner cleaning out the whole of the ballast of the track near London, and discharging the dirty material into trucks on the parallel road. Occupation of both tracks is required unless the waste can be placed on the side width.



Pie production line at the Railway Bakery, Dudley Street.

RAILWAY PIE GOES ROUND

AFTER 33 years, the railway pie has changed its shape—but the high standard of its ingredients remains the same.

Automatic pie making machinery recently installed at the Railway Bakery is the reason for the change. The machines are built to make round pies only, so the familiar oval-shaped railway pie is now out of production.

Four men, under Mr. D. P. Oliver, Foreman Baker, make the pies as well as other tasty items. Mr. Oliver, by the way, has been making pies for the past 50 years.

The dough for pie bottoms is mixed mechanically and, after weighing, is put through a hand-operated dough divider which cuts 36 pieces of equal weight at a time. The pieces are then transferred to the pie tins and fed to the first of the new machines. A die (kept heated to prevent the dough from sticking) presses the bottoms into shape, and then the cooked meat is fed, under pressure, from an adjacent hopper.

The partially made pies are passed to another machine for fitting of tops. These tops are cut out by hand from dough which has been rolled out thinly. Finally, air holes are punched into the tops and the pies sprayed with a mixture of milk and water prior to transfer to the oven.

A full-sized baker's oven, with a capacity of 50 dozen pies, and two electric ovens, with a combined capacity of 20 dozen, are available for baking, which takes about 10 to 12 minutes. The pies are then removed, stacked on trolleys, and taken to the dispatch room ready to be packed for the various refreshment rooms.

The railway pie made its first appearance in Victoria when the Railway Bakery opened in October 1923. Since then, huge quantities have been eaten by train travellers and others. During the last war, record bakings were made to cater for the needs of troop trains.

Present output from the Railway Bakery is 90,000 dozen pies a year, so there are plenty of pies to go round.



Above : Foreman Baker D. P. Oliver mixes the dough ; Pastrycook J. Knox puts it through the dough divider ; and Pastrycook S. Eslick cuts pie tops.

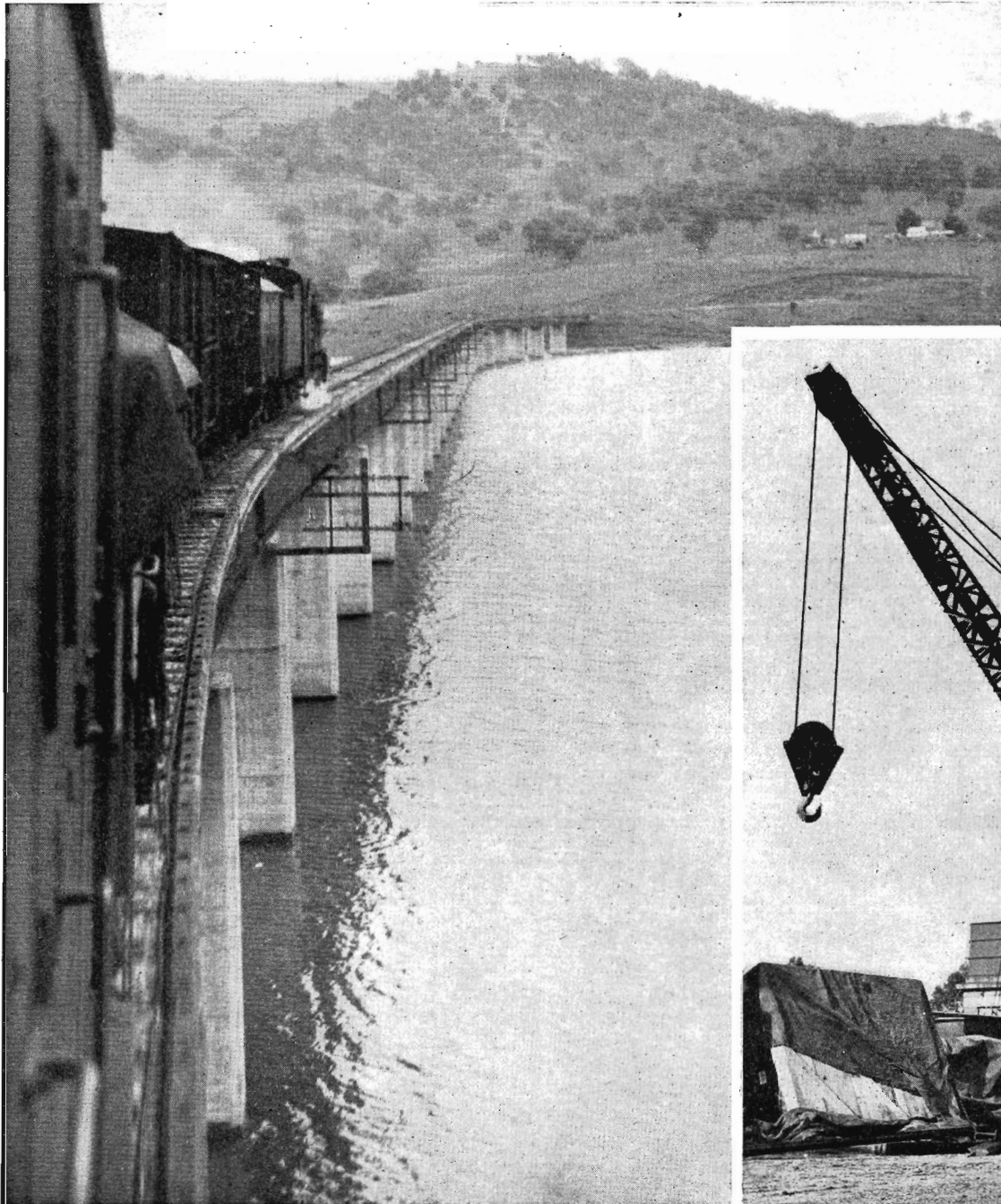
Right : Mr. Eslick raises the guard on the first machine to explain how it works. The die is about to press a pie bottom into shape, while meat is about to be fed into the pie next in line. The two pies at the front have been filled.



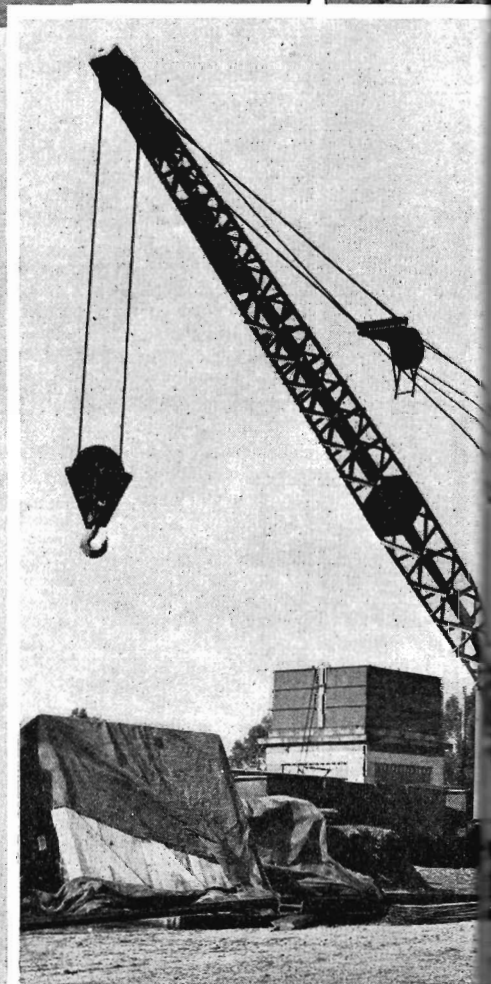
Below : Pies are removed from the oven by Pastrycook A. Clapp [and Skilled Labourer J. Stack packs them into boxes for dispatch to refreshment rooms.



AROUND THE SYSTEM



WODONGA BOUND: A goods train passing over the Sandy Creek bridge, which is to be raised and lengthened as part of the enlarged Hume Dam water storage.



CRANE POWER: New electrically operated cranes in yards speeds freight work for



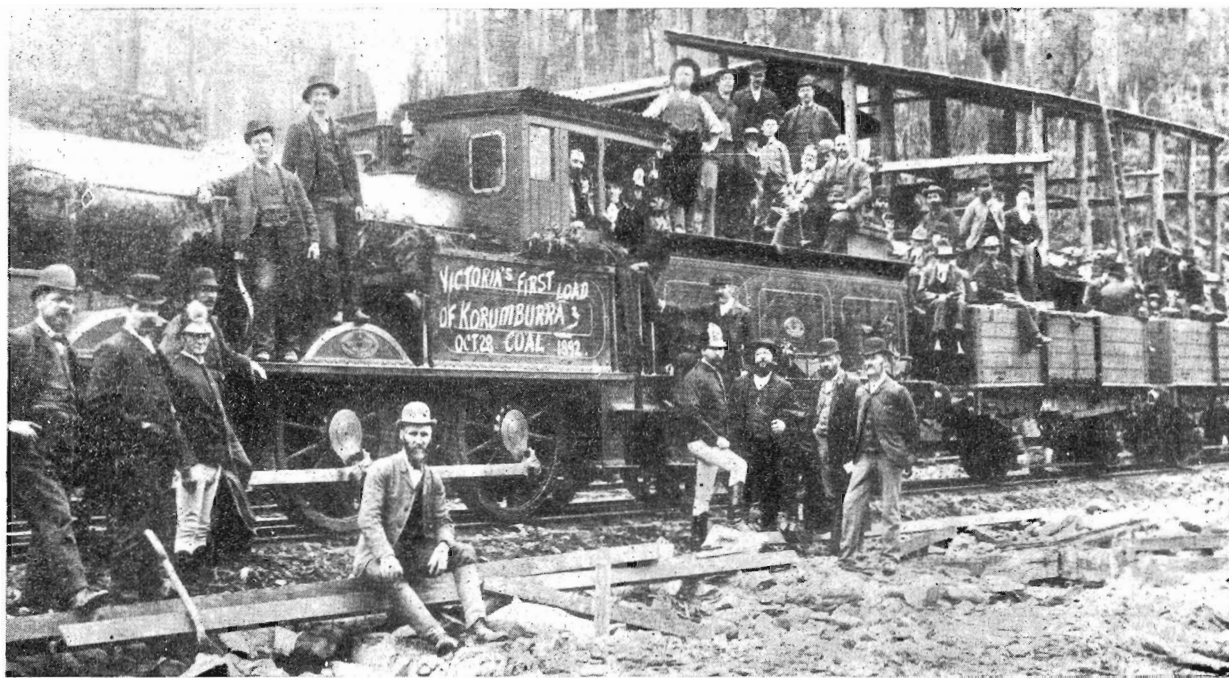
HISTORIANS' SUBURBAN TOUR: (above) A large party of members of the Australian Railway Historical Society and their friends journeyed over four sections of suburban railway lines not normally used for passenger traffic. The special was hauled by a D3. *Photo: Sun News-Pictorial.*



ton crane in the Echuca goods way customers.

CAREER MINDED: (below) Some of the Western District school pupils who came from Warrnambool to Melbourne in special diesel-hauled trains to see the Careers Exhibition.





First load of Korumburra coal, October 28, 1892.

KORUMBURRA COAL LINES

SIXTY years ago, three short, heavily graded lines in the South Gippsland hills played an important part in Victoria's economy at a time when the State was emerging from the depression in the early 'nineties. The coal lines are now closed and being dismantled; the bare hills no longer echo to the bark of the hard working little W class locomotives struggling up the 1 in 30 grades with their permitted load of 100 tons from Mines to Korumburra.

THE rich dairying lands of Korumburra were once a densely timbered rain forest, difficult of access in summer, and almost impassable in winter. The discovery by James Brown, in 1872, of the Coal Creek seam, about a mile south of Korumburra township, was, therefore, of little other than geological interest until 1883, when a syndicate was formed to prospect for coal in the district. In 1889, Coal Creek Pty. Co. was registered to mine the seam, and in 1891 the Great Southern Railway reached Korumburra.

Victoria, even at that time, had experienced several coal famines as a result of industrial unrest in New South Wales, and in 1889 a Royal Commission was set up to investigate local coal supplies and the best means of assisting the industry. The railways had at times used black coal from the mines of the Narracan and Mirboo North districts, but it was of low calorific value and supply was small.

The Commission recommended the development of the Korumburra deposits, and the Government granted financial aid to the Coal Creek Co. to assist in the opening of the seam. Under the authority of the Coal Mines Railway Construction Act of 1891, a line, 70 chains in length, was built to Coal Creek siding. The company built a tramway from the mine to the siding, as the distance was greater than the 10 chain limit of deviation permitted by the Act. On October 28, 1892, the first train load of coal, drawn by R 303, left the siding.

Meanwhile, the success of Coal Creek Co. had stimulated further prospecting, and to the south and south west, the Strezlecki and Silkstone Co's had proved deposits to warrant the construction of the Korumburra, Silkstone and Strez-

lecki Railway, under the same Act. This line left the Coal Creek branch about 48 chains from main line junction on a falling 1 in 30 grade. It followed a general southerly course for 2½ miles to a terminus on a cutting 200 ft. above the mouth of the Strezlecki Colliery Co's tunnel, with which it was connected by an incline tramway. In 2½ miles, the branch had about 500 yards of level track, the rest being in the one in thirties.

Silkstone Railway did not get past the earthworks stage, fortunately perhaps, for the junction with the Strezlecki branch climbed 1 in 30 around an eight-chain curve on a narrow shelf of rock, leaving the other branch falling, at the same grade, in a deep rock cutting.

Opened for traffic on June 1, 1894, the Strezlecki branch served several mines. Small sidings were installed at Wynnes, Bottoms (New Extended), and a short spur line from Black Diamond Junction to serve a mine of that name, later known as Austral. At one time a passenger station was planned near Bottoms. Its intended name was Newcastle, and Mines Department maps still show it as a station.

By 1911, traffic had ceased on the section of the line between Strezlecki Colliery and Black Diamond Junction, although the Company had been given permission to use the track for "horse traction." The line was closed on June 19 of that year. A few yards of track were retained and became a public siding under the name of Potato Siding.

In 1890, coal was discovered at Jumbunna by Mr. T. Horsley, and operations began early in 1894. The Government agreed to build a railway from Korumburra to a point on the Jumbunna Co's property, about a mile from the mine,



Outtrim as it looks today. Even the dumps are dwindling.

and 300 ft. above the tunnel mouth, on condition that the company bought all the land required and transferred it to the Government. This was done, and the line was opened to Jumbunna on May 7, 1894.

An aerial tramway, 82 chains long, with an estimated capacity of 280 tons per eight-hour shift was built. But, the maximum load rarely reached 180 tons a shift, the main trouble being that the grip mechanism was unsuitable for the steep grades of up to 1 in 5, and skips would bolt backwards, knocking those behind from the line. On the extension of the railway to Outtrim, a surface haulage was built from the mine to the Jumbunna coal sidings, about a mile on the "down" side of Jumbunna, and the aerial tram was dismantled.

Extension to Outtrim was opened on February 5, 1896, the Government having required a guarantee of £20,000 before agreeing to the construction. The first load of coal left Outtrim on January 28, a week before the official opening, as the Outtrim-Howitt Colliery had at that time over 8,000 tons of coal "at grass" awaiting completion of the railway.

Between 1896 and 1902 the mines and the railway prospered, but in January 1903, the price of coal fell suddenly following the attempt by N.S.W. coal mining interests to win back a market which had diminished through a succession of industrial hold-ups. The local companies, whose production costs were high because of narrow and much faulted seams, reduced contract rates for coal cutting and wages of other employees. The ensuing strike lasted 70 weeks, and many miners left the district and sought other work. The mining industry declined and, on the opening of Wonthaggi mines, houses were removed from Outtrim to the new field.

Production of the larger mines in the Korumburra-Jumbunna-Outtrim area also steadily fell and by the early 'twenties only two companies were operating—both on the Korumburra field. Syndicates worked spasmodically in the Jumbunna-Outtrim area, mainly extracting "pillar" coal left by previous companies.

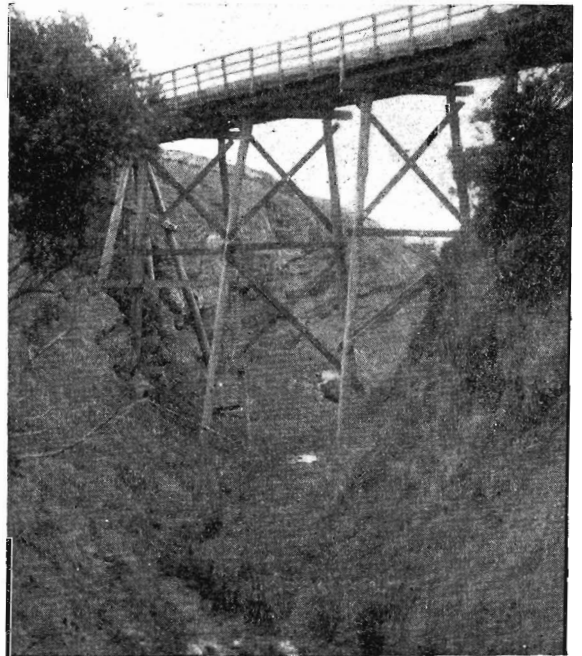
Today, only Sunbeam Colliery at Korumburra, and two small syndicates in the Jumbunna area, are operating in the district. Production, which reached 240,000 tons in 1902, dwindled to 14,600 tons for 1954-55.



Junction of Coal Creek line (left) with Strezlecki-Silkstone line (right)



Site of junction of proposed Silkstone line (right) with Strezlecki Colliery branch.



Small coal seams are in the outcrop of the cutting beyond this bridge near Outtrim.

LINES FROM OTHER LINES

N.S.W. Electric Locos

FIRST of the 40 new 46-class 3,780 h.p. electric locomotives ordered from Metropolitan Vickers Electric Co. Ltd. arrived in Sydney recently. Intended for service between Sydney and Lithgow, on both passenger and goods trains, the initial units will be used first between Valley Heights and Katoomba as assistant engines on the 1 in 33 grades.

New Sydney-Brisbane Trains

AIR-CONDITIONED trains and diesel-electric locomotives will be combined for a luxury express passenger service between Sydney and Brisbane when the N.S.W. Government Railways take delivery of two 9-car stainless steel trains from Commonwealth Engineering Co. Ltd. in about 12 months' time. Train make-up will be: 28-berth siesta sleeping car, three twinette sleeping cars, first class sitting car, 30-seat diner-buffet car, second-class sitting car with staff compartment, second-class sitting car, and power and brake van. Most interesting car will be the two-level siesta sleeping car which represents an entirely new departure in Australia. The car will have 14 roomettes on each side of a centre corridor. It will be somewhat similar to the roomette cars recently introduced on the Canadian National Railway. Lower and upper berths alternate along each side of the car. A sitting car of similar type was illustrated in the October 1955 *News Letter*.

TV In Freight Yard

IN the Potomac Yard of the Richmond, Fredericksburg and Potomac Railroad, TV is used in recording details of waggons. When each train

enters the receiving yard, it passes through a shed 40 feet long, which includes two TV cameras. Sixty 150-watt lamps give sufficient light to enable clear TV pictures to be taken under all weather conditions. As the train pulls through the shed at about 10 m.p.h., pictures are flashed on a TV screen in the yard office, a mile and a half away. TV does the job better and up to an hour and a half sooner than the three yard clerks previously required to check the trains after they stopped.

Glasgow Electrification

AFTER negotiations with Glasgow Corporation, the British Transport Commission has authorized the electrification of 71 route miles of line in the Clyde valley at a cost of slightly over £13 million. The Scottish Region is still developing plans for the second stage and has under consideration 119 more route miles from Glasgow.

Work on the first stage is expected to start early in 1957, and it is hoped to begin electric train services within four years. The electrified lines north of the river will be ready before those on the south side, which present major engineering problems such as the complete colour-light signalling of Glasgow Central Station and its approach lines over the river.

Less Lost Property

THE 1955 report of London Transport Lost Property Office shows that passengers left 457,000 articles in buses and on the Underground—a drop of 19,000 compared with the previous year. Of all items handed in, just over one-third were returned to their owners last year. The highest

proportion reclaimed—71 per cent—was for valuable items such as cases and bags.

Electric Locos For Austria

THE Austrian Federal Railways have taken delivery of the first electric locomotive of the new series 1010—a Co-Co locomotive designed for a maximum speed of 80 m.p.h., and a one-hour rating of 5,400 h.p. at a speed of 57 m.p.h. The class is the most powerful designed and built for the Austrian railways so far.

Choice of the new design was governed by the desire to use the locomotives on level track and on mountain sections with heavy gradients and sharp curves. Also, the axle load could not exceed 18 tons on certain lines.

Krupp Works In Brazil

THE Sao Paulo government has signed a contract making over the land and buildings of the former Coffee Institute to Krupp Brasileira, which was organized in December 1954, to lay out locomotive works at Campo Limpo. Krupp Brasileira will build steam, diesel, and electric locomotives, recondition existing locomotives, manufacture spare parts, and produce other railway material. Later, it is intended to turn out lorries, port equipment, and farm machinery. The buildings are expected to be ready for the plant to be installed this year.

Ultrasonic Rail Testing

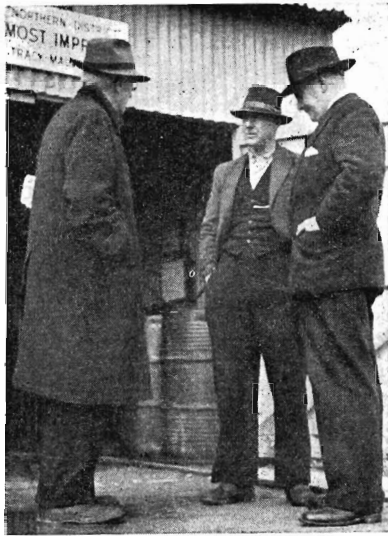
IN recent years French National Railways have developed methods of examining rails *in situ* to detect any flaws. In addition to using a rail testing car, two other types of ultrasonic detecting devices have been brought into use. The Sonirail apparatus is a portable device which can be carried in its entirety by a single operator and is based on the principle of multiple resonance. The Metalloradar device is also operated by a single employee on the track, but the apparatus is linked to a van in which all signals are reproduced on a cathodic screen; this installation functions by means of impulse echoes. Although the Sonirail device is simpler to use and need not interfere with operating requirements, a more exact location of flaws can be achieved with the Metalloradar. The drawback of the latter is its higher first cost and the fact that it demands track occupation.

Loan For Persia

PERSIA has been granted a 10-year credit of £5 million, by the Export-Import Bank of Washington, to assist railway modernization. It has been reported that American diesel-electric locomotives, spare parts, maintenance shop equipment, and tools will be purchased with the proceeds of the loan.



Yard manager demonstrates use of TV on Richmond, Fredericksburg and Potomac Railroad in recording wagon numbers of incoming train.



Ganger, F. Kick, whose efficiency in maintaining the 14½ miles of track between Moama and Moira has won awards, discusses his work with Mr. T. H. Jenkins, Assistant Chief Civil Engineer, (left) and Mr. O. G. Meyer, Deputy Chairman, during a Commissioners' inspection.

Top Level Appointments

WHILE Mr. O. G. Meyer, Deputy Chairman, is in the U.S.A. attending a special course in advanced business management at Harvard University, Mr. N. Quail will act as Deputy Chairman, and Mr. G. Rogers, Chief Traffic Manager until his retirement recently, will be Deputy Commissioner.

Joining the Department in 1907 as a lad porter, Mr. Rogers was appointed stationmaster at Locksley in 1914. He rose to traffic inspector in 1922; and subsequently went to Geelong as assistant district superintendent. He became district superintendent at Seymour in 1932, Metropolitan Superintendent in 1936, and then Superintendent of Train Services.

During 1939, Mr. Rogers was released from his post and appointed a member of the Transport Committee with Mr. J. M. Ashworth, then Chief Civil Engineer (chairman), and Mr. S. P. Jones, Chief Engineer of Signals and Telegraph, to investigate and report upon the future development of the metropolitan railways system.

Early in the war years, Mr. Rogers took up the position of Assistant General Superintendent of Transportation and retained that office until the termination of hostilities. He became Chief Traffic Manager in 1950, following the retirement of the late Mr. M. A. Remfry.

He is a Member of the Institute of Transport, a life governor of the Royal

Children's Hospital, and prior to his retirement was a member of the Grain Elevators Board.

Following the retirement of Mr. G. Rogers, Mr. T. R. Collier, formerly Assistant Chief Traffic Manager, was appointed Chief Traffic Manager; Mr. J. R. Rewell, Outdoor Assistant to the C.T.M., became Assistant Chief Traffic Manager, and Mr. A. C. Brown, Metropolitan Superintendent, is the new Outdoor Assistant to the C.T.M.

New C.T.M.

MR. Collier, the newly appointed Chief Traffic Manager, joined the then Transportation Branch in 1910 as a lad porter. His extensive experience as a practical railwayman provides him with an excellent background for the top position in the Traffic Branch.

Mr. Collier had a distinguished record in both world wars. In the 1914-18 war he was promoted to lieutenant, won the Military Cross and Bar and was twice mentioned in despatches. His intimate knowledge of both military and railway work also enabled him to give valuable service in the last war. He became Director of Railway and Road Transportation in the army with the rank of colonel.

He was General President of the V.R.I. for 5 years.

Mr. Rewell's Promotion

MR. J. R. Rewell, the new Assistant Chief Traffic Manager, entered the railways in 1915, as a junior clerk in the District Superintendent's Office at Maryborough. He had station experience at St. Arnaud before transferring to the train running room at Head Office in 1918. He was on the Outdoor Superintendent's staff before becoming secretary to Mr. R. G. Wishart, then a Commissioner. When Mr. Wishart became Chairman, Mr. Rewell was detailed for special duties, and in 1950 was appointed Outdoor Assistant to the Chief Traffic Manager. In 1954 he accompanied Mr. L. A. Reynolds, now Chief Civil Engineer, on an overseas tour of investigation.

Kettles Carry On

NEWLY appointed Commissioners' Driver Cyril William Kettle joined the Department as a lad labourer at Newport Workshops in 1918. A year later he became an apprentice car and waggon builder, but left the railways before completing his apprenticeship. Wisely, he decided to return to railway work, and in 1925 resumed as engine cleaner at Geelong. He graduated to driver in 1943, and the same year was driving electric trains. He returned to steam at North Mel-

bourne Locomotive Depot the next year and drove goods trains for a number of years. During this time he was president of the Australian Federated Union of Loco Enginemmen for three years.

Mr. Kettle is carrying on the family tradition of railway service. His father, Edwin George, was a stationmaster at Lancefield when he retired, and his son, Kevin, is an apprentice fitter and turner at North Melbourne Locomotive Depot.

Off the footplate, Mr. Kettle devotes all his spare time to his favourite hobby, St. John Ambulance Brigade work. He is a foundation member and Richmond divisional officer.

Can You Help?

NS.W. railwayman Barrie C. Brown, of 57 Claremont Street, Campsie, is a keen reader of *News Letter*. He has been getting the magazine since 1947, and has bound copies from January 1948 to December 1955. Unfortunately, he has mislaid January, November and December 1950 issues and is unable to complete the volume for that year. He asks for the help of Victorian railwaymen and says he will be willing to buy the three copies from any V.R. man who has no further use for them. He adds that he will gladly pay the postage. Can anyone help this railway enthusiast? Incidentally another keen reader of *News Letter* is the Member for Williamstown (Mr. W. L. Floyd, M.L.A.) He, too, keeps a bound volume of his copies.



Mrs. D. E. Williams (nee Dorothy Willows,) leaving Newport Baptist Church after her marriage to Mr. Thomas Williams. For more than seven years she was a typist in the Claims Division. Her wedding frock was made of tulle and lace.



Fireman R. Blackford is one of the new generation of potential locomotive drivers. He joined as an engine cleaner five years ago, and has been at Bacchus Marsh for the past year. Mr. Blackford stepping down from a T class diesel-electric.

Photo : G. Grant

Railway Squadron's Second Camp

THE 41 Railway Squadron, Royal Australian Engineers (Supplementary Reserve), which is sponsored by the Department, enters camp at Seymour on September 1 for 14 days. A larger proportion of the instruction period this year will be spent on railway aspects of squadron training. The squadron will go into camp at the same time as 22 Construction Regiment, which is sponsored by the Country Roads Board, State Rivers and Water Supply Commission, and Melbourne and Metropolitan Board of Works. Commanding Officer of 8 Railway Group (Colonel R. M. Wright, E.D.) will attend the camp. Officer Commanding 41 Railway Squadron is Major R. P. O'Brien.

Formation of a Railway Group followed a request from Army Headquarters that at least a nucleus of supplementary reserve units should be raised from all the State railway systems and trained to be ready for mobilisation on the same basis as the Citizen Military Forces.

The supplementary reserve scheme provided a pool of specialist units. Formation of 8 Railway Group (of which 41 Squadron is part) is an extension of this policy. It comprises fully trained railwaymen from all States.

Reserve units are not required to attend weekly parades, as their technical training is already covered by their civil occupations. Only training commitment is an annual camp of 14 days, at which railwaymen are given basic military training and a general outline of how their civil skills may be adapted to army requirements in wartime. As there is no home training commitment, it is possible to recruit these reserves

from remote areas and enrol men who can give only a limited time to peacetime army training.

The railway unit has the latest equipment issued to the C.M.F. Enlistment is for two years, but may be extended yearly. Special leave is granted for the camp, and the trainee's army pay is made up, if it is less than his railway pay. Trainees also get up to seven days' army pay a year for attending voluntary parades and bivouacs.

Training is most interesting and those who have undertaken it have become enthusiastic about the Squadron's future. They have found army camp life both pleasant and instructive. Railwaymen from all branches of the service are invited to become members of the Squadron. Applications for enlistment quoting age, position, previous military experience, if any, etc., should be made through supervisors and heads of branches to the Staff Board.



Road Foreman T. Thompson, with almost 36 years' service as repairer, ganger and special ganger at various parts of the system, was farewelled by many members of the Way and Works, Traffic and Rolling Stock Branches at Warrnambool recently. On behalf of district officers and local railwaymen, District Engineer E. J. Gooding presented Mr. Thompson with a clock radio and smoker's stand, and a travelling rug for his wife. Left to right: Works Foreman G. L. Mills, Mr. Thompson, Mr. E. J. Gooding and new Road Foreman T. Shaw.

Liked Us

MR. JAG CHANDER is an Indian student who, after completing his Bachelor of Science degree in metallurgy at Melbourne University, worked at Newport Workshops as assistant metallurgist on the staff of the Engineer of Tests (Mr. E. D. Connor). Before he left Melbourne to return home Mr. Chander wrote: "I wish to express my thanks to Mr. Connor and his backroom boys for making my stay in the railways such a happy one. I found that Victorian railwaymen work as a well knit team, and I had a happy and beneficial experience."

Obituary

ALL railwaymen who had known him since he first entered the Department as an apprentice fitter and turner at Newport Workshops in 1913, were grieved to hear of the sudden death of Mr. C. E. Wohlfahrt, Officer-in-charge of the Motive Power Division,

Rolling Stock Branch Drawing Office. Mr. Wohlfahrt came to the Drawing Office as an acting junior draftsman and rose through the various grades to engineer class 1. He was a Bachelor of Arts, held the diploma of mechanical engineering, and was an associate member of the Institution of Engineers (Australia) and a member of the Institution of Locomotive Engineers. In recent years, Mr. Wohlfahrt was closely associated with the design of the N, R and J class steam locomotives, and the application of firing equipment for the Department's brown coal dust burning locomotives. He was an indefatigable worker and a skilled engineer and draftsman, and his death is a severe loss to the Department. Mr. Wohlfahrt was also a contributor to *News Letter* on engineering subjects.

Signalman's Death

SIGNALMAN A. H. Drury, who died recently, had been at Ararat for 26 years. He had been stationed previously at Stawell, Dimboola, Traralgon and Wodonga. A brother, Leslie, is assistant stationmaster at Bridgewater, and a brother-in-law, Mr. Robert Nash, is a passenger guard at Spencer Street. Railway colleagues formed a guard of honour at the cemetery, and wreaths were sent from the Ararat V.R.I. centre, station and signal staffs.



Stationmaster V. Taylor, who has been in charge of Bacchus Marsh station for six years, joined the service in 1918 as a lad porter at Ballarat. His first stationmaster's appointment was at Tempy in 1924, and he had considerable country experience before going to Bacchus Marsh. A keen gardener, he takes a pride in his vegetables as well as his railway work.

Photo : G. Grant

Royal Train Driver Retires

DRIVER Frank Myers, who retired last month after more than 47 years' service, drove Commissioners' tour trains for 21 years, and royal trains for Queen Elizabeth and the

Duke of Edinburgh and the Duke and Duchess of Gloucester. In his pre-driving days he fired the engine of the train conveying the Duke and Duchess of York (later King George VI and Queen Elizabeth) during their visit to Victoria in 1927. He drove *Spirit of Progress* on its trial trip to Geelong before it went into service on the Melbourne-Albury run, and also the first electric trains to Warragul and Traralgon. He has also been at the throttle on numerous Reso and holiday train and special tours to various parts of the State.

Mr. Myers joined the Department as a lad porter in 1909, and transferred, the next year, to the Rolling Stock Branch as a cleaner. He graduated through the various grades to driver, in 1919. Mr. Myers took a keen interest in union affairs and is a past president of the Australian Federated Union of Locomotive Engineers. He served with the A.I.F. in world war one. In retirement, he will lead an easy life at his Flemington home.



Mr. Myers

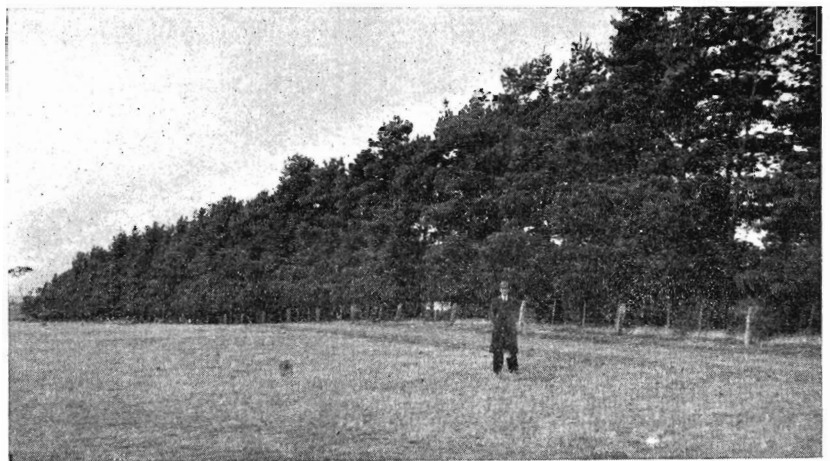
Thanks

FOR the expeditious delivery of goods needed for the atomic research project.

—Presha Engineering Ltd., South Melbourne

For railway officials' courtesy and efficiency, on the train trip from Warrnambool, to staff and students of St. Ann's College and St. Joseph's Girls School who came to Melbourne for the Careers Exhibition.

—Sister M. Sylvia, St. Ann's College, Warrnambool



Stationmaster V. Asmus revisits his plantations at Winchelsea before his retirement.

Tree Planting S.M.

WHEN he was transferred from Marong to Winchelsea as stationmaster over 30 years ago, Mr. V. Asmus took with him a quantity of seedlings from the railway nursery at Flemington Bridge. He planted them on the boundary of the station yard, and continued to plant each autumn. The seedlings grew into sturdy trees and shrubs. Today, there are six plantations of trees in the Winchelsea station yard, and four, comprising 400 trees and shrubs, were planted by Mr. Asmus.

During the years he was in charge of Winchelsea, Mr. Asmus won four first prizes and an equal first in station beautification competitions. One of his Winchelsea railway customers was Marjorie Lawrence — a bright, golden haired girl who made frequent visits to Melbourne for singing lessons after winning *The Sun* Aria competition.

Mr. Asmus joined the Department in 1910 as a lad porter at Moorabbin. He was at Seymour when it became a big army training camp in World War One, and he still remembers the truck-loads of parcels that arrived for the troops in those busy days. He was appointed stationmaster in 1918, and was at Northcote for nearly 15 years before reaching the retiring age. He is the last of the Asmus railway family. His father, John, who held departmental number 200, retired as a stationmaster, and he also had three brothers in the service.

Goods Guard Sportsman

GOODS Guard Gustave Haerberle, of Maryborough, who retired recently, was well known to Ballarat, Castlemaine and Donald railwaymen. A V.R.I. committeeman, he took a keen interest in institute affairs and was also a good cricketer, footballer and footrunner. At a social function in the V.R.I. hall, Mr. Haerberle was presented with a gold wristlet watch as an appreciation of his work for the institute.

Saw Dandenong Grow

DRIVER-IN-CHARGE FRANK DWYER has spent nearly 20 of his 45 years' railway service at Dandenong. He began work at North Melbourne Locomotive Depot and, later, was stationed at Daylesford, Ballarat, Traralgon and Warragul. Frank has seen the rapid industrialization of the Dandenong district, where factory buildings and plant worth millions have been erected since the war. He claims to have driven the first locomotive to Dandenong's big harvesting works and to have hauled the first train-load of products from the State's biggest canned food factory there. He was popular both in and outside the railway service. This was shown by the large and representative gathering at his send-off when he retired and was presented with a wallet of notes. Several praised Mr. Dwyer's work for hospitals and charities.

OUTER CIRCLE RELIC

This trackman's pass, available for portion of the old Outer Circle Railway, was sent in by Carpenter L. J. Tyler, of the Way and Works Branch. It is reproduced actual size.

As far as can be ascertained, these passes were first issued in 1914. Three passes were issued to No.1 Gang, and this one (No. 3) was one of the originals.

Through local working from Deepdene to Ashburton (the section covered by the pass) began on May 14, 1900. It was discontinued with the opening of electrification of the Camberwell-Ashburton section on November 1, 1924. Steam trains remained on the East Camberwell-Deepdene section until August 16, 1926, when rail motors were substituted. These, in turn, were withdrawn on October 9, 1927, and a road motor service instituted the following day.



SPORTS

Boxing to Judo

DYNON Goods Checker Aubrey Baillie, instructor in boxing, judo and judo at the V.R.I. gymnasium, had his first professional fight at 14. He retired at 21 after 34 bouts as a featherweight, with one draw and three defeats.

He then developed an interest in judo and judo. As few in Melbourne at that time knew much about these sports, Mr. Baillie boarded ships at Port Melbourne and gained valuable experience competing with foreign seamen, especially Japanese. He believes he has had more "international" bouts than any other sportsman in Australia. He was also initiated into the finer points of judo by Austrian expert, Wally Strauss, who holds the fifth degree Black Belt of the International Judo and Judo-do Association.

In his V.R.I. judo class, Mr. Baillie has 37 pupils. Recently, 14 of them, aged from 12 to 36, were grade examined by Mr. Strauss, when Mr. Baillie and Mr. Stewart Mahoney, another railwayman, were awarded their second Dan (equal to two Black Belts), and railway clerk Mr. Larry Rose, received his Blue Belt. One Brown Belt, and Yellow and Orange Belts were also awarded.

Highlight of the judo night was a demonstration by girls of defence against one or more attackers. Several portresses have asked the gymnasium instructor and Stewart Mahoney to form a judo class for them. Unfortunately, a classroom is not available at present, but the proposal is being kept in mind.

Important Sports Month

SEPTEMBER is an important month for V.R.I. sport. The table tennis team will be in Sydney competing in the inter-system competition for the Glick Shield, and a record number of country golfers will be contesting the country teams' championship and numerous other events at Rosedale course. Preparations will also be made this month for the cricket season. The annual meeting of the V.R.I. Cricket Association will be held on Friday, September 28. It is desired to increase the number of teams in the competition in the hope that new talent will be discovered to enable Victoria to field a very strong side at the interstate carnival in Sydney next January.

Football Preliminary Final

AFTER a very closely contested game, Suburban Lines defeated Geelong by four points in the preliminary final for the Commissioners' football cup. Geelong finished the first term three points in front, and increased the lead in the second quarter to four points. Suburban Lines went



Judo instructors in a work-out in the V.R.I. gymnasium.

ahead in the third quarter when they scored 2-4 to their opponent's two points, but inaccurate kicking for goal almost cost them the game in the last term. From six shots they could manage only six points, whereas Geelong scored 1-5. Final scores were: Suburban Lines 4.14 (38), Geelong 4.10 (34). Best—Suburban Lines: Hosking, Smith, Barker. Geelong: Munday, Hope, Beggs. Goalkickers—Suburban Lines: Culph 2, Edwards, Richards. Geelong: Eastwood, Paley, Petch, Demichewich.

When *News Letter* went to press, Suburban Lines were preparing to meet undefeated North Loco in the grand-final at North Melbourne. North Loco were planning to win their fourth successive premiership.

Trains Human "Greyhounds"

MANY Carlton League footballers owe their fitness and success in club games to the expert massage treatment received from Ron Vincent. Ron has been in the Department for 24 years. He began at Newport Workshops as a lad labourer and for the past seven years has been an office assistant.

When the football season ends, Ron turns his attention to his other favourite pastime—the training of professional runners. He is well equipped for it. He was an amateur wrestler at the V.R.I. gymnasium, ran with the Melbourne amateurs, and played football for East Brunswick in the A grade amateur competition. Later, he turned professional, but after two seasons, decided to concentrate on training promising runners for big sprint events. He had astonishing success. His protege, Tom Simmons, former Carlton champion half-forward flanker, won all but four of his 56 races. His Gift wins included Maryborough, Ararat, Terang (twice), Port Fairy (three times) and Daylesford.

After Tom Simmons retired from running, Ron Vincent took his younger brother, Harry in hand. Last year, young Simmons won the Bendigo Thousand and the 75 yards sprint at Stawell. Ron is looking forward to further triumphs in professional running events. Ranking next to his ambition to train a Stawell Gift winner, is a premiership pennant this year for the Blues.

Young Railway Footballers

IN pre-war days the Department had so many champion League and Association footballers in its ranks that it would have been no effort to field a side that could have more than held its own with any team in the State. From among the retired footballers in the railway service it would also have been possible to find an expert coach.

While there are not so many star footballers in the railways today, there are still enough to form the nucleus of a very good team. Latest League footballers to join the Department are Gerald Crough and Bob Licciardo, who play for South Melbourne and Carlton, respectively. Gerald, who is a clerk in the Estate Office, first came under notice of South Melbourne League scouts when they saw him playing for St. Patrick's College, Ballarat. He also had a good athletic record. In the Associated Catholic Public Schools' sports he won both the 220 and 440 yards events. When the football season finishes he intends running professionally.

Bob Licciardo played with Tatura as a teenager before joining Carlton. He is a clerk in the Way and Works Branch. Bob was included on the League team's senior list last year and, although he has played all his games to date in the second eighteen, he is showing much promise as a follower and forward and should earn senior selection next season.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1956



THE MONTH'S REVIEW

Glamour Train

THE DAYLIGHT is now recognized as Australia's glamour inter-capital train. Reasons for its popularity and the decision to make it a daily (except Sunday) diesel-hauled train are daylight travel, speed (it reaches Sydney in less than 13½ hours, the fastest journey by surface transport between the two capitals), elimination of the change from one train to another at Albury in the hours of darkness, introduction of air-conditioned saloon cars on the N.S.W. side similar to those on the *Riverina Express*, and modern buffet cars providing a continuous service of meals and light refreshments without stops for that purpose. The addition of the parlour car from *Spirit of Progress* with provision for serving light refreshments is another modern rail amenity that will make *The Daylight* more popular than ever. Since it was introduced, more and more people are travelling by train between the two capitals and revenue is on the up grade. Satisfied customers are recommending it to others, which is its best advertisement.

A la Carte Meals on Spirit

FOR passengers not requiring a full breakfast or dinner, excellent a la carte meals are now obtainable in a section of the dining car of *Spirit of Progress* at the same time as the usual table d'hôte service. Light refreshments and beverages can also be obtained on request, but dining car seat reservations are available for table d'hôte dinner only.

Gippsland Line's Further Progress

NEW down track between Tynong and Bunyip on the Gippsland line was brought into operation recently. It represents completion of another section of the Gippsland line regrading and duplication project—to cost a total £7,750,000. Of the 61½ miles of line between Dandenong and Moe, about 39½ have now been duplicated, and a further 10½ miles will be completed this year. Extension of duplication will give better running on the Gippsland line and reduce delays and standing time of trains.

Superphosphate Traffic

RAIL movement of superphosphate last year was the best effort since the war. Originally it was planned to lift 620,000 tons, but the overall quantity required to be hauled totalled 523,991 tons—87 per cent of the objective.

This year it is proposed to rail 550,000 tons—150,000 tons before Christmas, and the remaining 400,000

from January to June next year. An ample supply of trucks is available for loading up to Christmas, and the Department is in an excellent position to meet all demands, provided, of course, the promised co-operation of fertilizer users eventuates.

In their efforts to give improved service to the man on the land, the Railways are investigating the development of a scheme for the handling of superphosphate in bulk which, as well as other advantages, will be of assistance in aerial spreading. Mr. O. G. Meyer, Deputy Chairman, will study the latest developments in fertilizer transport methods during his present visit to America.

Humane Way

IT has been proved time and again that the rail is the most humane form of transport for long hauls of livestock. An illustration of this was provided recently when sheep were overlanded 100 miles from "back of Bourke" in N.S.W. and reloaded into 51 trucks at Tocumwal railhead. The special train that conveyed the sheep to Berriwillock arrived on time, and not one sheep was lost on the journey. Naturally, the owner was very pleased with railway service.

Salk Vaccine Transport

SINCE Salk vaccine has been used to immunize school children in Victoria against poliomyelitis infection, the Railways have transported 174 boxes of vaccine to various parts of the State. Health Department officials say that railway co-operation has aided the smooth working of the vaccination programme.

Boom Barriers and Flashing Lights

AUTOMATIC boom barriers with flashing light signals are now working at Springvale Road level crossing on the Melbourne side of Nunawading. They replaced hand-operated gates. In addition, the roadway has been widened for four lanes of traffic in accordance with the council's proposal to convert Springvale Road into a four-lane divided highway at a future date.

The automatic barriers are the second set to be put in by the railways. The first at the Toorak Road crossing, Tooronga, have proved most successful in expediting the flow of traffic and reducing delays to a minimum. The road works at Tooronga have been completed and four lanes are being used by traffic.

Next installation of boom barriers (when money is available) will be at crossings at Linacre Road, Hampton, and Pascoe Vale Road, Strathmore, which at present have hand-operated gates.

Flashing Lights

INSTALLATION of flashing light signals is also making good progress. During the past six months—since the boom barriers were installed at Tooronga—flashing lights have been erected at Seymour Road, Trawool; Tallarook Road, Homewood; Stony Point Road, Bittern; Tile Company's occupation crossing at Mitcham; and at Piggott and Cowper Street intersection, West Melbourne.

New Look's Popularity

THE Department's latest publication—*New Look*—has been well received by the public. It reviews what has been accomplished since the £80 million rehabilitation scheme (*Operation Phoenix*) was launched and outlines plans for the future. Highlights of the modernization plan are also well illustrated and the general theme is effectively supported by the striking front cover—a line-up of two diesel-electrics and an electric locomotive within a stylized eye.

Typical of the letters of *New Look* appreciation received by the Commissioners is that from J. B. Were and Son: "It gives an excellent review of what the Victorian Railways have achieved and the plans in hand for the improvement of services throughout the State... a well produced publication". From Head Teacher J. D. Gleeson, of Murrayville: "Congratulations on such an interesting publication. It has great teaching value and should be in every school". From Mr. W. G. Davis, of Bayswater: "An interesting and informative work. Good luck to your plans which will do much to consolidate the rich heritage handed down to us by our forbears".

FRONT COVER

Mr. H. Davidson, Commissioners' Tour and Supervising Guard, carries on the Clapp tradition of stimulating goodwill in the country by distributing fruit to children when the Commissioners are on tour. In some of the more remote parts of the State, where only goods trains run, children never see a passenger train, and the arrival of the Commissioners' tour train is, therefore, an event of great importance. On these occasions, the children flock to the local station to see the train.

Our front cover shows four-year old Trevor Diss, son of Strathallan caretaker, Mrs. Diss, receiving an apple and orange from Mr. Davidson.

FRANKING RAIL PARCELS

FRANKING machines—commonly used in many large offices for postal purposes—have been introduced by the Railways for franking parcels sent by passenger train. So far only a few firms have been granted licences to use the franking machines, but they have proved such a success that many more are expected to take advantage of this modern business facility.

HORSE AND BUGGY DAYS

COLOURFUL picture of transport conditions and life in Melbourne 75 years ago, is to be gained from "Wimpole's Visitors' Guide", a few well-preserved copies of which were discovered during recent renovations to the George Hotel, St. Kilda (still controlled by a Wimpole). Descriptions of St. Kilda and Melbourne in 1881 and of recommended outings to surrounding districts show what the capital looked like about 20 years or more before the motor car. All of the outings could be managed on foot, or by horse carriage. These were the days when a few shillings went a long way, when the *Grand Pacific* at Lorne could advertise its tariff as two guineas a week. Lorne was saved from isolation by steamers which pulled into the pier, and by Cobb and Co's coaches which met the first train every morning at Birregurra.

Coaches, cabs, waggonettes and other suburban conveyances left daily on tours of Melbourne's suburbs. The Melbourne Tramway and Omnibus Company's buses were advertised to run every few minutes from Melbourne and Hobson's Bay railway station to various suburbs, and buses met suburban trains and took passengers to places now in the tramway network. The guide tells visitors of the three railway stations in Melbourne: "Spencer Street, the starting point for all the great trunk lines to the northward and westward, and for Williamstown trains; Hobson's Bay station, in Flinders Street, for the St. Kilda, Sandridge, Brighton and Hawthorn lines, and the station for the Gippsland line, situated in Flinders Street east, to the left of the Princes Bridge road."

Advertisements in the guide are a story in themselves. Admission to the Victoria Ladies' Baths, at St. Kilda, could be described as a "packaged" outing; 10d. buying a return railway ticket from Melbourne to St. Kilda, a bath, and the hire of a bathing dress and towels. Wine and spirit merchants sold "assorted hampers of the best spirituous and malt liquors, imported and colonial wines, etc., packed with care for outings, and delivered free within four miles of Melbourne and aboard ship."

THESE machines print the "frank stamps" on a roll of gummed paper fed into the machine. At the same time, the machine perforates the frank and pushes it forward so that the operator can tear it off. The value of the frank is automatically registered on a magazine.

With the machine illustrated, franks ranging from 1d. to £9.19.11 can be printed.

Two indicators on the machine register the total amount used, and the balance still available. The magazine has a capacity of £900. When this amount has been franked, the machine must be re-set.

Special licences are issued to consignors in Melbourne and Geelong, permitting the use of these franking machines instead of parcels freight stamps.

When the licensee installs a franking machine, he pays to the Department a specified amount and the magazine of the machine is set to this figure. It is then sealed by the Department.

When franks to the value of this figure have been used, the licensee takes the machine to the parcels office, pays in a cheque to re-establish his credit, and has the machine reset and re-sealed.

Licence No. 1 was issued to the Myer Emporium and the franking machine is installed at the company's dispatch office in Queensberry Street.

Three main advantages which the company has gained by using the franking machine are:

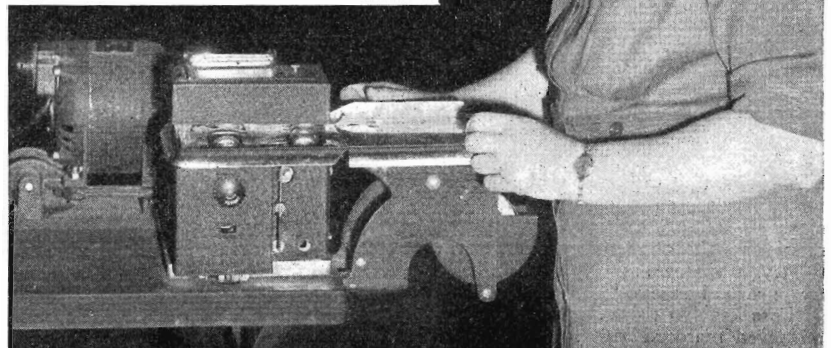
- saving in accounting work,
- abolition of daily balance of parcels stamps to avoid running short of supplies of particular denominations,
- speeding up of dispatching.

From the Department's viewpoint, the use of franking machines represents another of the many ways of giving better and more convenient service to rail users.



Above: Franked parcels stamps show the date of consignment, licence number, value, and consigning station.

Below: Parcels stamp franking machine installed at Myer Emporium. The operator, Miss Hunt, is a daughter of retired railwayman Mr. Reg. Hunt, who was in charge of the Spencer Street Parcels Offices when he retired.



COMMISSIONERS' SPECIAL



Good news resulted for this deputation of local graziers at Perekerten. They were told the station would be left open for 12 months to see if the promised, improved traffic eventuated.

SIX foot Commissioners' tour Guard Mr. Harold Davidson gave two short blasts on his whistle and the small group of men on the platform hurried into the Norman car; a single blast on the guard's whistle was answered by a hiss of steam from the D3 engine, and slowly the three-car train pulled out from Spencer Street station.

ANOTHER visit of inspection by the Victorian Railways Commissioners had started.

It is the Commissioners' policy to visit every line of the system each year, and eleven special trips are made, each lasting three to five days.

The manifold benefits of the visits are that :

- local residents and organizations can personally meet the Commissioners to discuss problems and services on the spot,
- the Commissioners make personal contact with staff to the furthest extent of the lines,
- the standard of work and condition of equipment is brought to the direct notice of the Commissioners.

Mr. E. H. Brownbill, Chairman of Commissioners, and either Mr. O. G. Meyer, Deputy Chairman, or Mr. N. Quail, Commissioner, are accompanied by heads of the operating branches and district staff. All eat, sleep, and work on the train, urgent matters being sent on to them from the Administrative Offices at Spencer Street by normal train services.

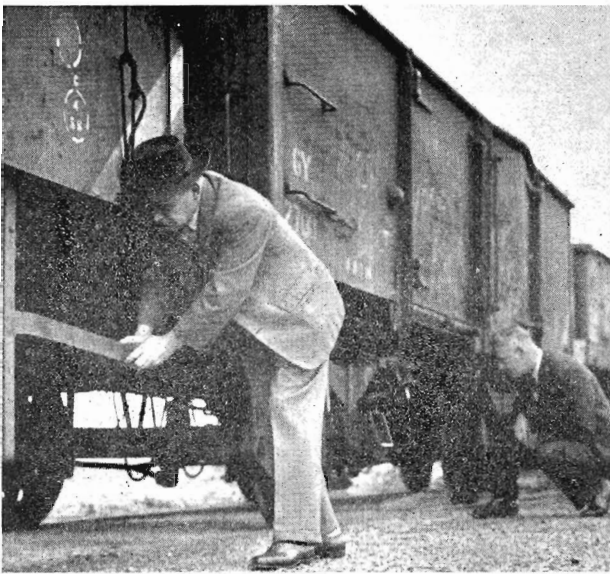
A recent visit to lines running into New South Wales was marked by a number of deputations concerning the proposed closing of sidings on the Balranald line, and gave the Commissioners the opportunity to state they were not prepared to stay in business merely to provide transport when weather made roads impassable or as an insurance against road competitors keeping prices down. Promises of increased traffic relieved many sidings for trial periods up to 12 months.



The Chairman watches operation of plunger locked points at "down" end of Goornong station.

Other matters brought up included repairs to stock yards and altered time-tables.

The trip was also notable as the train was hauled by locomotive 639 on its last trip before being scrapped. It was built at Newport Workshops in 1919.



Bendigo District Rolling Stock Superintendent J. F. Smyth tests a brake, and Mr. P. J. Dance, Superintendent of Locomotive Maintenance, examines an axle box pad on a truck.



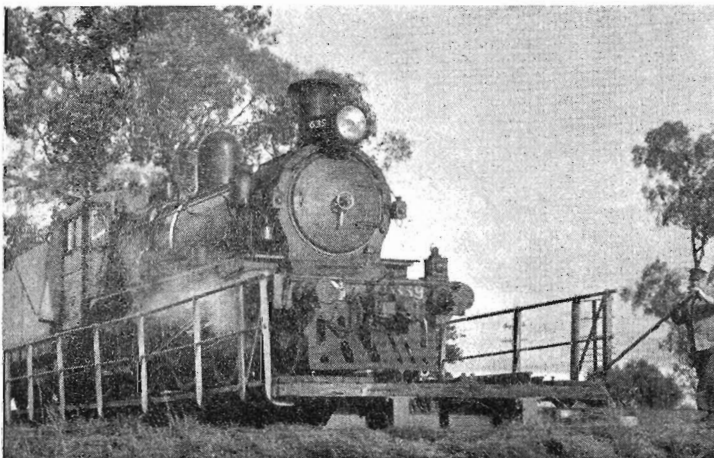
Sample of water for testing is taken from tanks at all watering points along the lines covered by the tour. Veteran Driver F. Myers, now retired, fills two bottles at Elmore.



House inspection. Mrs. J. Dally, wife of a locomotive driver, chats with Mr. O. G. Meyer, Deputy Chairman.

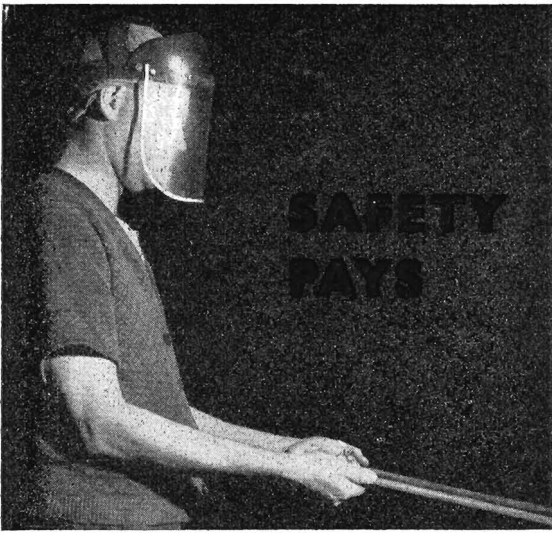


In sheep yards at Yallakool, the Commissioners and their officers plan improvement for stock handling on a 50-50 basis with district graziers.



Mr. A. W. Cobham, Claims Agent, discusses waybills with Deniliquin Shedman L. Keith.

(left) Turn about for old locomotive on the Elmore turntable. Driver C. W. Kettle swings D3 639, which made her last trip on the Commissioners' June tour of inspection.



SPACEMEN? No, safety workers.

Here is pictorial evidence of the safety equipment and clothing worn by workshops' staff to prevent injury from accident on the job, and the resultant misery to the victim and his family.

The railway's accident prevention campaign is already paying off. Here are some examples of how safety equipment prevented serious injury recently.

When a buffer tip, weighing 97 lb., was being taken off a machine in the Boiler Shop at Newport Workshops, it slipped and fell edge-on on to a toe of the operator, Iron Machinist G. Parkhill. He was wearing safety shoes, made to Australian safety standard specifications and with steel protective toe-caps to withstand a minimum static pressure of 6,000 lb.

The buffer tip cut the toe-cap, but Mr. Parkhill escaped injury.

Labourer K. Alickolli was adjusting the gear of an industrial crane when it was set in motion and a wheel ran over his right foot. He, too, was wearing safety shoes and was unscathed.

When Lad Labourer B. Brereton was using a skimming iron to facilitate the pouring of molten metal from ladle to mould, the metal exploded and splashed on the lenses of his safety goggles. They saved his eyesight. His only injury was a very slight burn on the cheek!

Safety impact goggles were also responsible for Casting Dresser W. Gardiner escaping from what could have resulted in a serious eye injury.

He was chipping a brake block when a fragment flew upwards and broke the lenses of his safety goggles and the spectacles he was wearing under them.

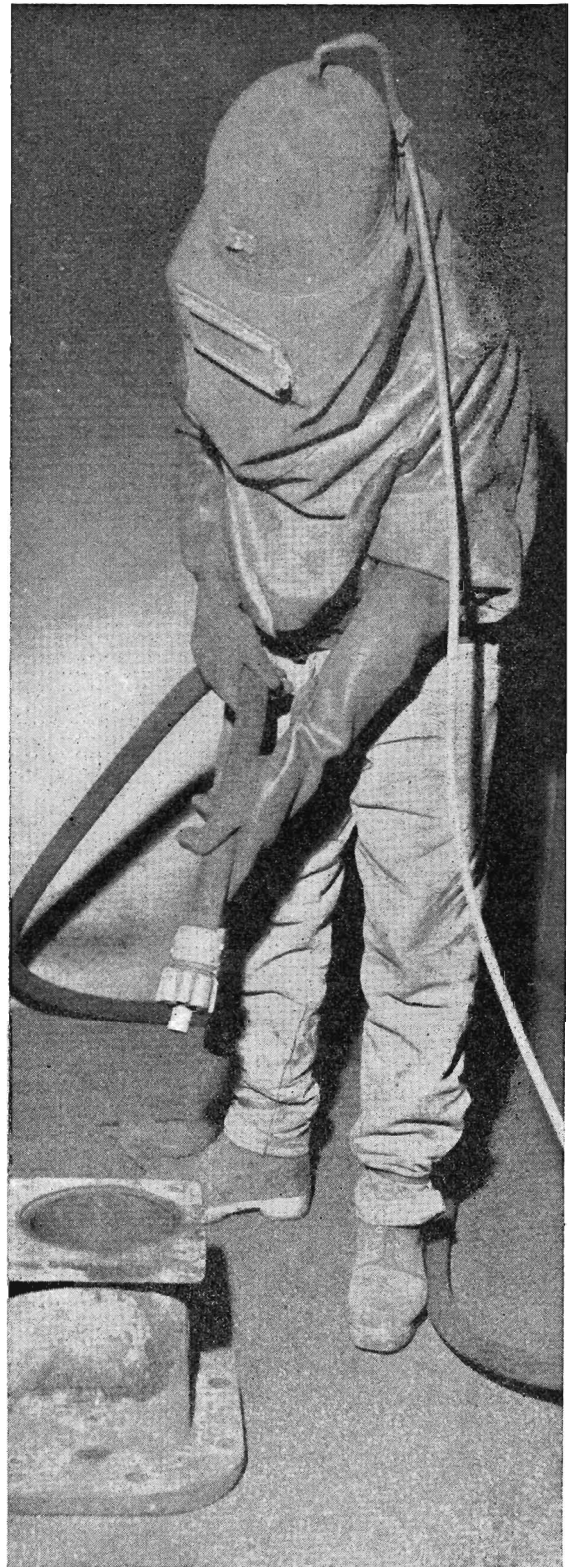
World-wide attention is now being focussed on accident prevention in workplaces.

Safety was the first order of business when several thousand representatives of American business, agriculture, labour, Federal, State and local governments, insurance, education and service organizations met in Washington to participate in the Fifth President's conference on occupational safety.

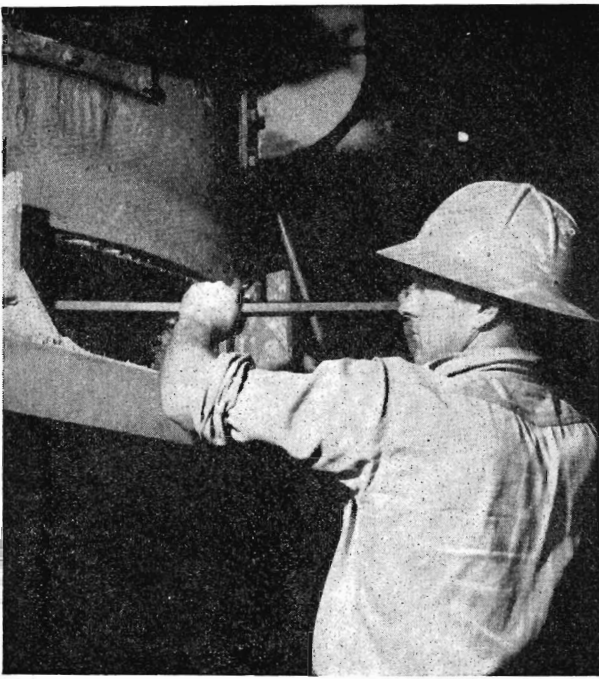
President Dwight Eisenhower sent conference the following special message:

"An occupational accident—in the factory, on the farm, or on the construction site—has three certain results—human suffering to the victim and his family, economic loss to his employer, and waste of precious skills to his country. There is another certainty about such accidents—they are preventable.

"This is work in which all must share. An injury anywhere is a loss to the nation as a whole. Safety must become a daily habit in all our workplaces if we are to reach our full potential of strength".

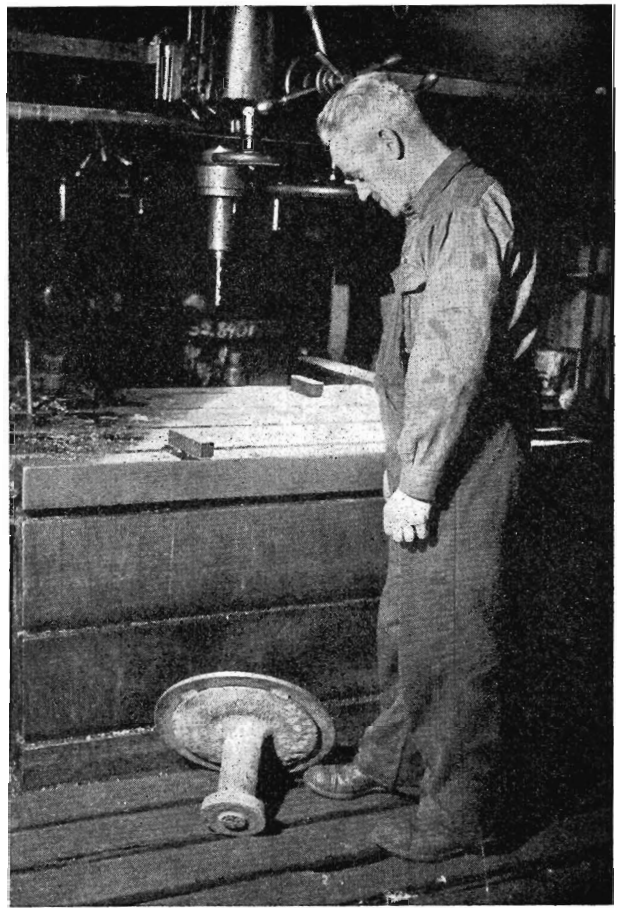


No, not a deep sea diver. A shot blast operator de-carbonising a locomotive part in a blast cubicle at Ballarat North Workshops.

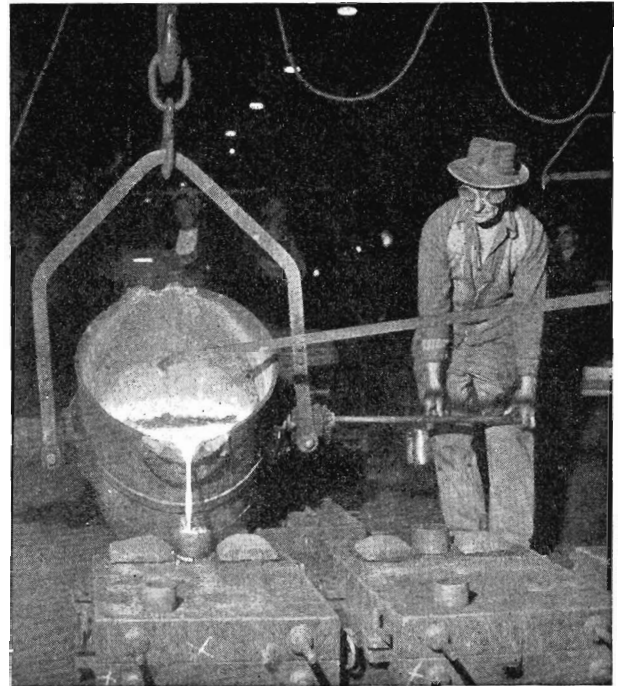


The safety helmet worn by this man protects him from injury from falling debris while clearing slag from the bottom of a cupola at Newport Workshops.

(right) Safety shoes saved Iron Machinist G. Parkhill from a serious foot injury when the buffer tip fell on his toe. Mr. Parkhill was unhurt.

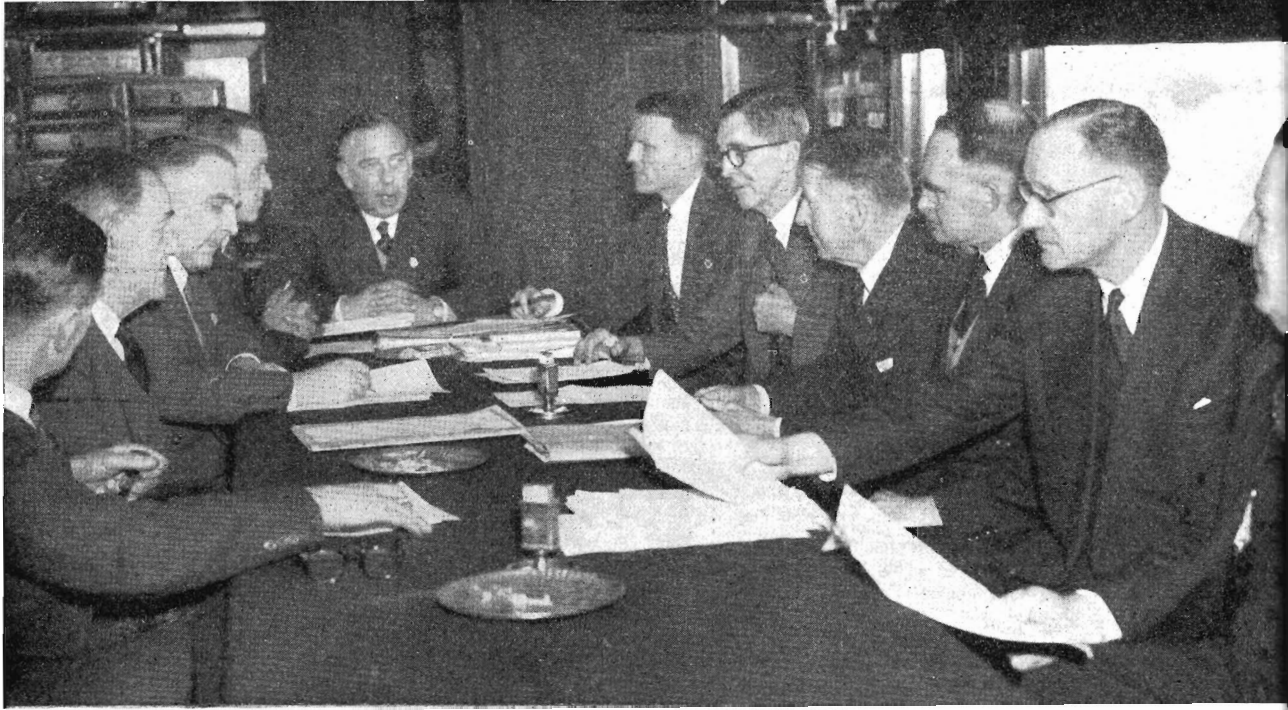


Lad labourer wearing goggles that saved his eyesight.

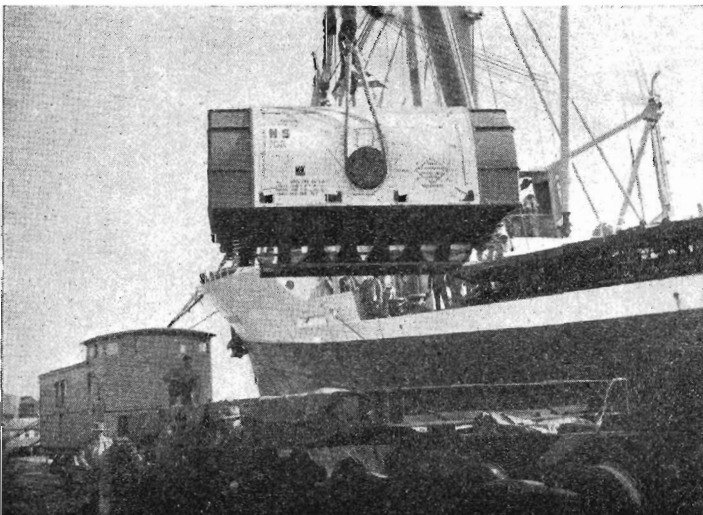


Tinted safety goggles are a must for moulders and welders.

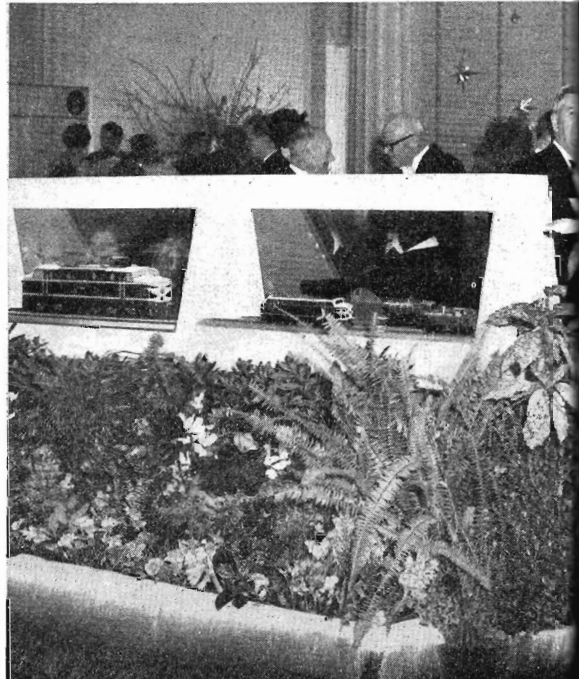
AROUND THE SYSTEM



CABINET MEETS IN TRAIN: Mr. Rylah (*centre*) deputising for the Premier (Mr. Bolte) while he was abroad, and members of his Cabinet hold a meeting in the *Norman* car while travelling by train to Geelong. The Victorian Government has revived a pre-war custom of holding Cabinet meetings outside Melbourne.



SHIP TO RAIL: 103 ton 50,000 kW. alternator for the State Electricity Commission's D power station, Yallourn, being unloaded on to a Victorian Railways' transporter wagon from the *Clan Mactaggart* at Williamstown.



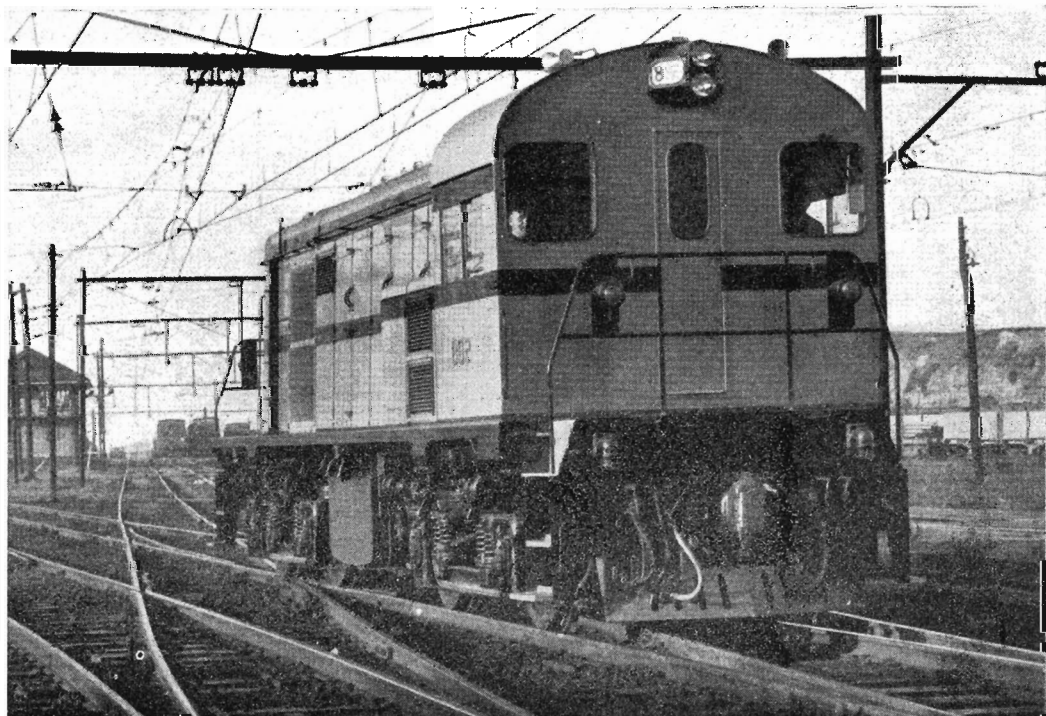
RAILWAY BALL: The 900 at the successful Railway Ball in support (Sir Arthur Warner) and Lady Warner, the Commissioner, and Sir Arthur.



SNACK BAR : Open from 11.15 a.m. to 9.45 p.m., a new snack bar on the concourse at Flinders Street station is doing good business, serving light refreshments and fruit drinks. Another has been opened at Princes Bridge station.

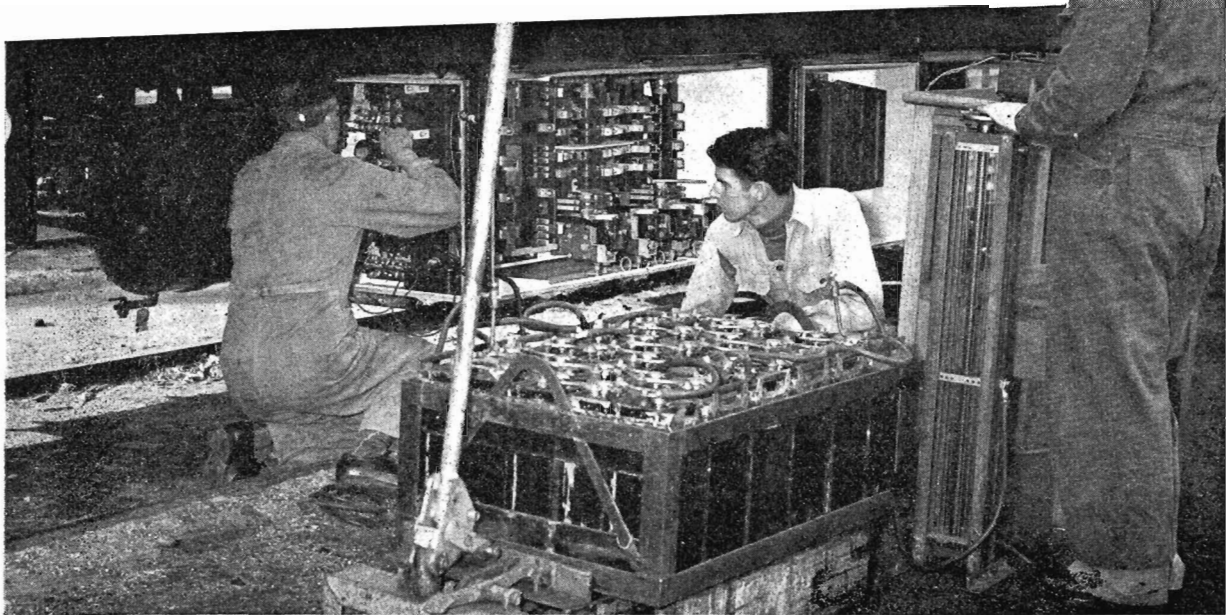


the Minister for Trans-
and Branch Heads and
ogers, Deputy Commis-



ADELAIDE BOUND : 750 h.p. diesel-electric shunter, for delivery to South Australia, runs light engine to Serviceton after hauling loads to Seymour and Melbourne.

ELECTRICAL TESTS OF HARRIS TRAINS



S*PECIAL switch box designed and made by the Testing Division of the Electrical Engineering Branch is used in the comprehensive tests of electrical equipment of the Harris Trains before they go into running. These tests are carried out at Newport and Jolimont workshops.*

THE E.E.B. box is used in the "continuity" test to check the continuity of each wire and see that none is broken or wrongly connected. If the test is satisfactory, a Megger (non-destructive insulation) test is then used for a further check before a high pressure insulation test. This is done by applying an over voltage to the wires by a step-up transformer to make sure that there is no insulation fault.

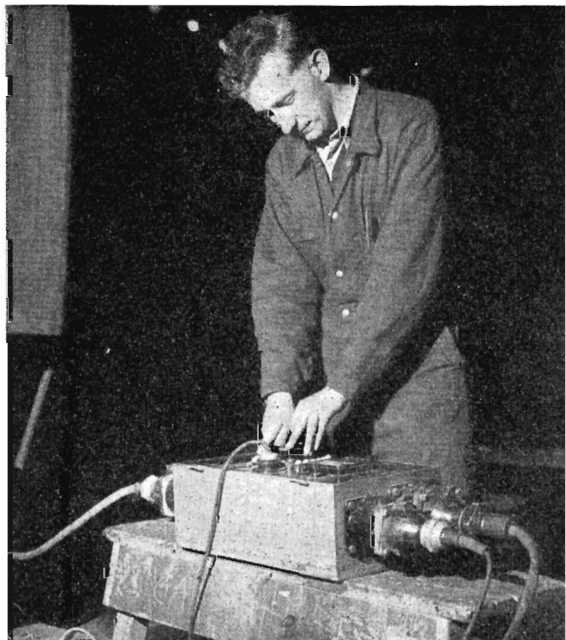
In sequence tests, the various controllers and switches are operated to see if they, and the associated equipment, are functioning correctly. Items of equipment tested include the master controller, main traction control gear, driver's brake valve and Westinghouse brake. Checks are also made of lighting switches and operation of the pantograph.

At Jolimont, the values of all resistances, and the starting currents of the auxiliary machines are measured; the operation of all relays and circuit breakers is also checked to ensure that the control circuits will operate correctly and that circuit breakers will open to localize any electrical faults that may develop.

When the cars have been made up into a train, a multiple unit test is applied to prove that the motors will operate in the correct direction when the controls are operated in any driving compartment.

With all the electrical equipment tested and in order, the *Harris Train* is handed over to the train examiners for inspection of mechanical parts before being given a test run on the Reservoir-Thomastown line.

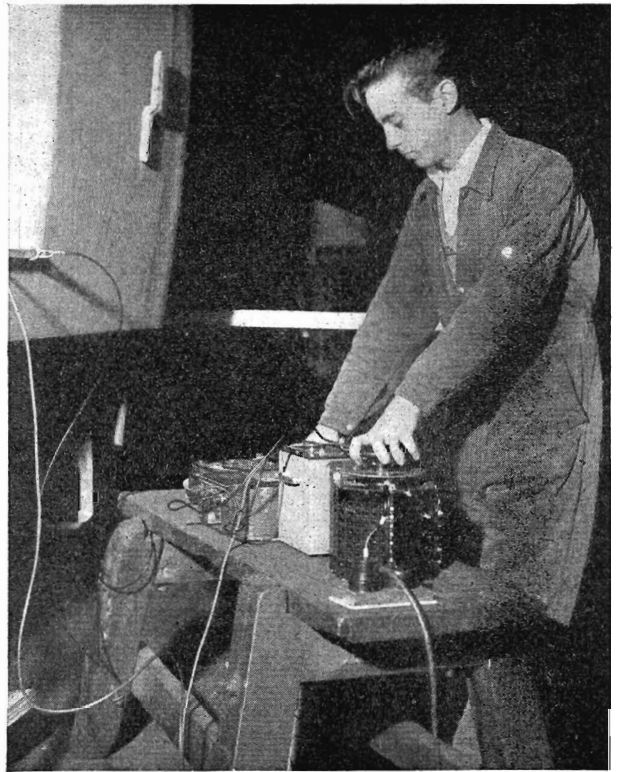
Before the final test—train examination—is carried out at Jolimont Workshops, multiple unit checks are made of the electrical equipment. Electrical Testing Division staff are here seen using highly sensitive apparatus in another of the searching tests that are carried out as an insurance against electrical troubles when the train goes into service.



The continuity of each wire is checked to make sure that none is broken or wrongly connected. This is done with a special switch box, designed and made by the Testing Division of the Electrical Engineering Branch.



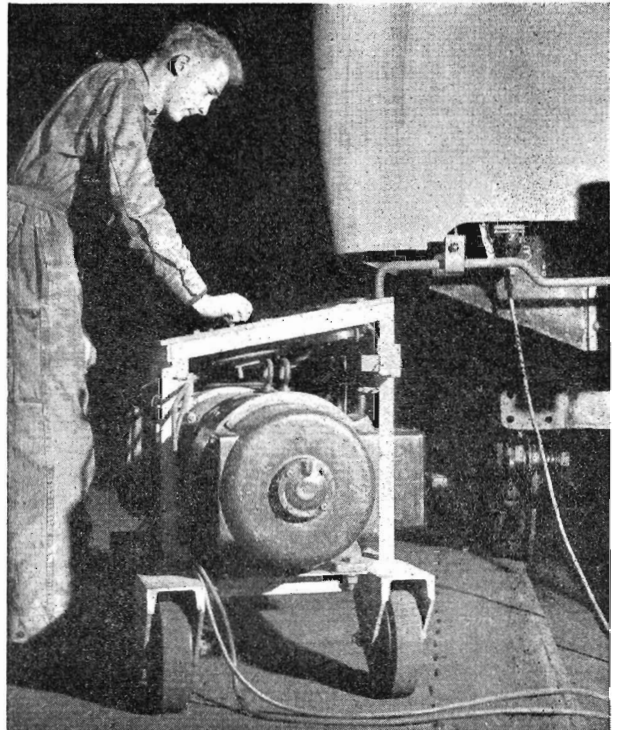
In sequence tests, the various controllers and switches are worked to make sure that they and associated equipment are functioning correctly.



To ensure that there is no insulation fault, an over voltage is applied to the wires with a high tension transformer.

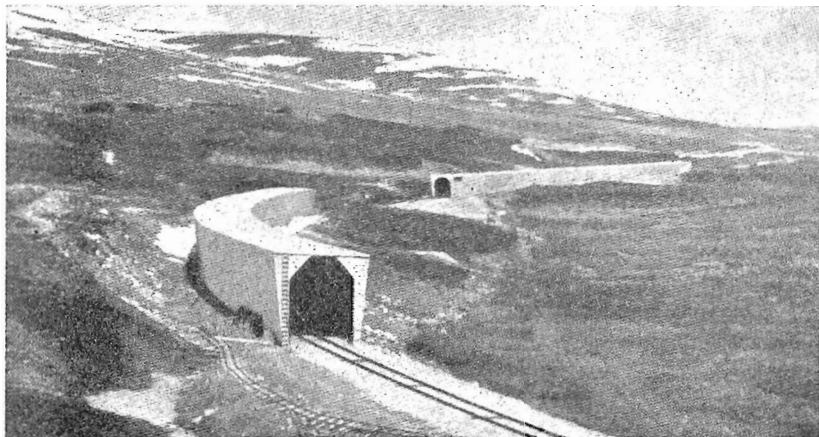


Observing operation of the electro-pneumatic contactors.



Supply of 115 volt d.c. for tests comes from this motor generator set.

LINES FROM OTHER LINES



Snowsheds near Lonsdal on the Nordland line of the Norwegian State Railways.

From Hell To The Arctic

A railway which runs from Hell to the Arctic is the Nordland line of the Norwegian State Railways. This line begins at Hell, where it joins the line from Storlien and southern Norway, and runs to Rognan, well inside the Arctic Circle. Typical of the difficult terrain through which the line goes is the 20-mile section between Lonsdal-Saltdal, almost entirely through mountain country, with heavy cuttings and 10 tunnels of a total length of $1\frac{1}{4}$ miles. From Lonsdal, the line drops from 1,680 feet above sea level to 79 feet above sea level about a mile from Saltdal. On one stretch, the work of clearing the hillside took several years before the line could be considered safe from rock falls. As an extra precaution, a parapet has been built for 150 yards on top of the cutting wall to stop rocks from rolling down on to the track. Also, in places snowsheds had to be built to prevent snow from blocking the line.

New Monorail System

A private demonstration of a working model of a new monorail system was recently given in London at the Science Museum, South Kensington. The system, promoted by International Monorail Ltd., uses cars suspended from overhead box girders. The wheels, which run inside the girder, are fitted with pneumatic tyres, and the cars are guided by horizontal wheels pressing on the walls of the girder. The cars are suspended through a slot in the bottom face of the girder and are driven by electric motors also inside the girder. This enclosure of working parts reduces noise considerably. The model depicts a line running from London Airport to the Cromwell curve terminal. Speeds of 70 m.p.h. are expected in the full-size version.

TV Yard In Britain

A man, working at push button panels in a tower, will be able to see by TV, and control movements of goods waggons in a 65 acre railway marshalling yard nearing completion at Thornton in Fifeshire, Scotland. It is the first time TV has been used for this purpose in Britain. From the time waggons enter the yard until they leave, sorted for their destinations, they will be automatically controlled by the man in the tower. The TV camera will show him the part of the yard where the waggons are moving; it has been found in tests that he has a complete picture of all that is going on.

Third Class Goes

THIRD class has now officially disappeared from British Railways, and there are now only two classes—first and second. The change was made to conform with the abolition of third class on the railways of Western Europe. Fares in the newly designated second class are the same as for the former third class.

C.N.R. Expenditure

THE Canadian National Railways have told the House of Commons railway committee that it is planned to spend £107,320,000 on capital projects this year. Its capital budget, approved by the committee, includes expenditure on rolling stock, hotels, and the construction of branch lines. The company will seek parliamentary authority to spend a total of £190,700,000, of which £83,380,000 will be spent next year. The programme for new rolling stock, to be spread over a year or more, calls for 424 diesel locomotives, 53 coaches, 10,265 waggons and 603 work vehicles.

South Africa's 5-Year Plan

MORE electrification and the introduction of diesel traction are two important features of the 5-year plan of the South African Railways and Harbours. The plan envisages an expenditure of nearly £200 million. Sixty-five steam, 164 electric, and 135 diesel locomotives, and 24,500 waggons will be acquired. Nine hundred main-line, and 792 suburban carriages will be obtained, as well as 156 motor coaches for suburban and inter-urban services. The new programme will add 1,076 single-track miles to the present electrified total of 1,760.

Future traction will be electric where traffic density is high and gradients are most difficult, diesel on sections like South West Africa which are far from coal and where water is scarce, and steam elsewhere. Ultimate objective is electrification, with diesel traction as a transition stage.

Dual-Fuel Diesels

A dual fuel development in diesel operation on the Southern Pacific Railroad has proved so successful that additional locomotives are being equipped. Separate fuel storage tanks are fitted, one for the normal high-grade diesel oil, and the other for oil of a lower and cheaper grade. The former is used when the engine is idling or working at low power, but as the throttle is advanced the feed line to the engine is switched automatically to the low-grade oil tank, on which the engine will function satisfactorily as it works harder and the cylinders become more highly heated.

Low-grade fuel requires pre-heating to be sufficiently liquified for spraying into the cylinders. On the 15 diesel-electric units already equipped, fuel cost economies have been appreciable.

4,000 Diesels A Month

THE Salt Lake City service and repair depot of the Union Pacific Railroad now deals with 4,000 diesel locomotive units a month. Part of the equipment is a wheel-truing machine for skimming up tyre profiles without taking the wheel sets out of the locomotive, and 2,500 pairs of wheels are handled in nine months. The Union Pacific now has almost 1,000 diesel locomotive units and 25 gas-turbine locomotives.

Snow Protection

U.S.S.R. Railways have planted trees over an area of 328 acres alongside lines in Bielorrussia to protect the permanent way against snow. Considerable economies have resulted compared with the normal form of snow protection fences, now replaced.

AMONG OURSELVES . . .

Successful Ball

FIRST post-war railway ball, held at the Palais de Danse, St. Kilda, in August, was such an outstanding success, with 900 present, that the organizers plan a similar event next year. The ball achieved its object of enabling members of the various branches to meet in a convivial atmosphere and should do much to improve the esprit-de-corps of the service.

Gay decorations included blue and gold streamers, gay travel posters, and—at each end of the hall—V.R. emblems suspended among myriads of stars. A feature was the fluorescent display of model locomotives.

President of the ball committee, Mr. F. Storan, of the Commercial Agents Staff, and Mrs. Storan, welcomed the guests of honour—the Minister of Transport, Sir Arthur Warner, and Lady Warner; Mr. E. H. Brownbill, Chairman of Commissioners; Mr. O. G. Meyer, Deputy Chairman; Mr. G. Rogers, Deputy Commissioner; Mr. J. L. Timewell, Secretary; Mr. R. C. Burgess, Chief Commercial Manager; Mr. G. F. Brown, Chief Mechanical Engineer; Mr. L. A. Reynolds, Chief Civil Engineer; Mr. F. Orchard, Comptroller of Stores; Mr. L. J. Williamson, Comptroller of Accounts; their wives; Mr. J. N. Turner, Comptroller of Accounts, W. A. Government Railways, and Miss Turner.

The ball committee—Messrs. J. White (Claims Division), hon. secretary; J. Conheady (Traffic Branch), treasurer; F. Killeen (Accountancy Branch), ticket secretary; F. Storan (Commercial Agents Staff), president—was congratulated by Mr. Brownbill for a particularly fine organizing effort.

Institute Developments

MR. R. C. BURGESS, Chief Commercial Manager, after three years as general president of the Victorian Railways Institute has been succeeded by Mr. F. Orchard, Comptroller of Stores, but retains his position on the Institute Council.

During Mr. Burgess's presidency, the sub-centre building programme in country districts went ahead and many improvements were effected to Institutes generally. Land has been bought at Hamilton for the erection of a new building; a brick structure has replaced the existing block of portables at Traralgon; sub-centres are planned for Sale and Bairnsdale; and extensions and improvements have either been carried out or are projected at Ouyen, Bendigo, Ballarat, Ararat, Dimboola, Donald and Seymour.

Personality Telephoniste

RAILWAYMEN say it is a pleasure to telephone Bendigo Workshops.

The personality voice that bids them a cheery good morning or afternoon belongs to Mrs. Lynette Marchingo, typiste-telephoniste in the workshops manager's office. She knows everybody on the staff, from the manager down to the humblest first year apprentice, and locates them quickly for the caller.

Mrs. Marchingo is the wife of Boilermaker Anthony Marchingo, who served his apprenticeship at the workshops.

His father—also a boilermaker—is Eaglehawk's brass band drum major.

Line's End

SHEDMAN J. A. Westerbeck, of Horsham, investigating the history of little-known terminal station Yelta, on the Mildura line, found that the place derived its name from the flat stones native women used to grind nardoo seeds and other wild plants for flour making.

"Yelta has gained a new lease of life", says Mr. Westerbeck. "For many years it was the rail-head for New South Wales grown dried fruits and citrus. It now has one of the largest sheep saleyards in north-west Victoria. Following some sales, the Department has loaded up to 180 truck-loads of sheep for various destinations. Yelta sales are always well attended because of the fine quality sheep yarded".



Miss Naomi Bolton has been a clerk at Deniliquin Goods Sheds for 2½ years. She finds the work more varied than a typiste's job. Here she brings some consignment notes to the office during a Commissioners' tour of inspection.

Versatile A.S.M.

ASSISTANT STATIONMASTER W. M. Nicholson, of Chiltern, has put his hobby of lettering to good public relations use by making a neat white-on-black sign, picking out the Melbourne trains for display outside the ticket window. Important wording is in red fluorescent paint. He has also made the ticket cabinet very legible by writing the fares, in blue-on-white, on strips of scrap aluminium and inserting them in front of the different ticket compartments.

Train Control Story

FEW of the general public realize the ramifications of a railway system and the work of the well-knit team that runs it so successfully, Mr. A. E. Arnold, Suburban Train Running Supervisor, has found since he began train control talks to members of business men's clubs, church organizations and high schools. Sequel to Mr. Arnold's talks has been the number of requests for an escorted tour of Train Control and a practical demonstration of the work performed. Great interest is taken in the plotting of trains by the graph system and direct telephonic communication with stations.

Mr. Arnold considers that his lectures enable people to get to know their railways better and develop a better appreciation of plans for the modernization of the system.



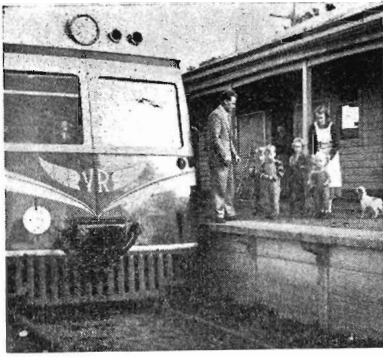
Mrs. Marchingo
Photo: H. Tinkler

WHAT ARE YOU DOING

TO PREVENT ACCIDENTS

ISSUED BY THE NATIONAL SAFETY COUNCIL OF AUSTRALIA.

This safety first poster, on display at workshops and depots, reminds staff of the necessity to co-operate in the accident prevention campaign.



Guard Frank Fitzgibbon was on the station platform at Lancefield with his wife and four children and the family dog before the diesel rail-car left on its last run. Mrs. Fitzgibbon was the station caretaker. The Clarkefield-Lancefield line, which is now closed to both goods and passenger traffic because of lack of business, was built in 1881.

Honour for Supplementary Reserve Units

MEMBERS of the Citizen Forces, including supplementary reserve units, such as 41 Railway Squadron, Royal Australian Engineers, have been asked to line Melbourne's streets for the royal progress of the Duke of Edinburgh on November 22, the opening day of the Olympic Games. The Duke will drive from Essendon airport to Government House, and from there to the Olympic Stadium at the Melbourne Cricket Ground.

Safety

MR. H. V. TINKLER, Secretary, Railways Safety Council, has been appointed honorary secretary of the Safety Engineering Society (Victoria). Mr. W. J. Edwards, former Secretary of the Safety Council, and Mr. J. H. McCubbery, Safety Officer, Newport Workshops, have been accepted as member and associate member, respectively, of the Society.

Around The World in 39 Days

AN unusual tour by a member of the Tourist Bureau staff was taken recently when Miss Eileen England flew round the world in 39 days. Leaving Sydney with only thirty pounds of luggage, her first stay over was four days in Rome. Next came Zurich where she took the steepest track railway in the world to the top of Mt. Pilatus and was badly sunburnt among the snow. During four days in Paris, Miss England saw the Bastille Day celebrations. In London for seven days, she was interviewed by the *Daily Mail*. Then followed a visit to Edinburgh and the only part of the trip where the train was used—Edinburgh to Glasgow. During the journey between London and New York, the plane flew over miles of icebergs and touched down in Iceland. Widespread interest was shown in the Olympic Games by Americans, says Miss England. They bombarded her with questions about accommodation, entrance tickets and so on. To all the

numerous inquiries she supplied answers, thanks to a comprehensive briefing she had been given, before her departure, by Mr. J. C. Dickson, Manager of the Bureau.

Historian Seeks Information

MELBOURNE businessman and railway enthusiast, Mr. A. R. Lyell, of 239 William Street, Melbourne, is preparing a paper on private railways of Victoria. He is seeking information about the 5ft. 3in. gauge line, which the Great Western Colliery Co. built in 1901-3 from Benwerrin to a junction with the Birregurra-Forrest line about 48 chains on the "down" side of Dean Marsh. Mr. Lyell says the site of the junction is still visible and the Lorne road runs along the old railway formation for several miles.

Mr. Lyell believes that V.R. trucks were worked the seven miles from Dean Marsh to the mine by the company's locomotive, and that early in 1903 a serious runaway occurred on the big hill about half way to the mine.

He would like to hear from *News Letter* readers with any knowledge of the line or its locomotives.

Personality Trams

BY some strange manner the St. Kilda and Brighton railway trams took on personality and became one with the people they served. For most of the line's half century of varied history, its name has been synonymous with courteous service, freedom from breakdown and good timekeeping. Rev. Leon Marshall-Wood, Th. L., is one of many clergymen who find an interest in railways and tramways. Nearly all his life he lived close to the St. Kilda and Brighton line and numbered among his friends many of the men who staffed the service over the years. As a tribute to the dependable service given by the railway trams and the men and women

who ran them, Mr. Marshall-Wood has written an interesting illustrated booklet on the history of the electric street railway. It is dedicated to the memory of Sir Thomas Bent, who sponsored the authorizing Act, Francis Edwin Bradford, the designing engineer and first manager, James J. Griffiths, inspector from 1922 to 1947, and to all who served on the line.

This year a decision was reached, with the consent of the Brighton Council, to close the line beyond Elwood concurrently with the construction of a new heavy duty road suitable for bus traffic. The Railways will contribute substantially towards the cost of this. "An old tramline has left its mark in the hearts of the residents," said Mr. Marshall-Wood.

Railway J.P.

MR. A. WHITFIELD, who has been a Departmental typewriter mechanic for 16 years, is a Justice of the Peace and sits on the Oakleigh Bench once a month. A keen golfer, he competed in the New Zealand centennial tournament in 1940. Mr. Whitfield was also vice-president of the Oakleigh branch of the Australian Labour Party for two years.

Plant Shop Retirements

TWO well known members of the Plant Foreman's staff at Newport Workshops, Messrs. W. H. Meredith and H. Blakey, have retired.

Mr. Meredith had a varied career in the Department. He was a yard porter at Tallangatta before he enlisted in the A.I.F. After active service in Egypt and France in World War One, he resumed his railway work in the Traffic Branch. Three years later he resigned, but re-entered the Department in 1922 and was transferred to the Rolling Stock Branch at Newport Workshops. He was a fitter's assistant, stoker and overhead oiler, before becoming an air compressor's assistant. At his farewell, he was



Mr. Roy Curtis, Supervisor of Apprentices, discussing examination results with apprentices at Ballarat Workshops. He is guide, philosopher and friend of the lads.

Photo: H. Tinkler

presented by Plant Foreman J. Addison with an afternoon tea service.

Mr. Blakey had 30 years' service. He joined the Department after serving with 2nd Field Company Engineers in World War One. He was a fitter before transferring to the Plant Shop in 1922. As inspector of lifting equipment since 1938, he was well known to staff at metropolitan and country workshops and depots. Mr. Blakey was an executive officer of a friendly society for 20 years, and also took a keen interest in Departmental social work and cricket in the Sunshine district. His shopmates and friends presented him with a wallet of notes, a travel diary for his round-Australia trip next year, and a glass-topped coffee table for his wife.



Electrical Fitter J. W. Gould, who recently retired, joined the Department in 1924. For practically the whole of his service, he was at the Electrical Depot Workshops.

Photo: S. C. Whalley

Thanks

"FOR the kindly service given me by railway staff at Spencer Street station. I was helped to my feet by a ticket collector when my crutch slipped and I fell on the pavement, and I was also given attention at the first aid post. My wife and I were given a cup of tea." —L. Warriner, Pakenham East

To Ballarat Tourist Bureau for excellent service. "While I relaxed in a comfortable seat, the Bureau handled all my travel arrangements, including train, air and bus transport. The worry of the family illness responsible for my journey was allayed by wonderful service at no extra charge".

—Letter in the Ballarat Courier

For assistance in dispatching books to country stations.

—Bush Library Committee, Victoria League

To Stationmaster A. J. Coleman, of Noble Park, "who arranged travel to Sydney for my daughter and her four children. Life would be much easier if there were more of the same type as Mr. Coleman in the public service". —Mrs. J. Witzerman, George Street, Sydney

To railway staff for the handling of 10 trucks of cattle dispatched from Yarram to Echuca. "A young drover was in charge of the cattle and he received every assistance possible from railway staff during the journey. The stock were in poor condition, but only one beast was lost. Guards and other railwaymen were most helpful in getting fallen stock to their feet".

—A. D. Moore, grazier, of Jack River

For the training and technical experience gained after seven months with the Electrical Engineering Branch. "I am sure that wherever I go it will be very useful to me. I am taking happy memories back to my country".

—N. Nath, Indian student

School Children Will Miss Him

KNOWN as "the school childrens' friend," Conductor M. (Marty) Alexander Quinlan, who was at the Elwood Tram Depot for 14 of his 44 years' service, retired recently.

He started as a block recorder in the Essendon signal box, and was there for two years before transferring to "A" Box, Flinders Street. Later he became an operating porter and was at Natimuk, Murtoa and Nhill. When he was operating porter in the north-eastern district, *Spirit of Progress* made its first run to Albury and he still remembers the great welcome the train received from people living along the line. Mr. Quinlan was at Balmattum and Tallygaroopna before being transferred to the Jolimont Guards' Depot in 1937. He was there for five years before going to Elwood. Mr. Quinlan has fished in most of Victoria's rivers and streams and is also a good rifle shot.

Spotswood 'Shops Identity Retires

RECENTLY retired Fitter's Assistant J. A. Jesson spent most of his railway life at Spotswood Workshops. He joined the Department as a skilled labourer and became a mould assembler in 1923. He was transferred to Spotswood 'shops five years later, and subsequently became a concrete mixer.

Mr. Jesson was an A.R.U. official for 45 years, and secretary of the Spotswood section since its inception. At his farewell, he was presented with a special A.R.U. certificate as an appreciation of his services since he became a collector at Nyora in 1911.



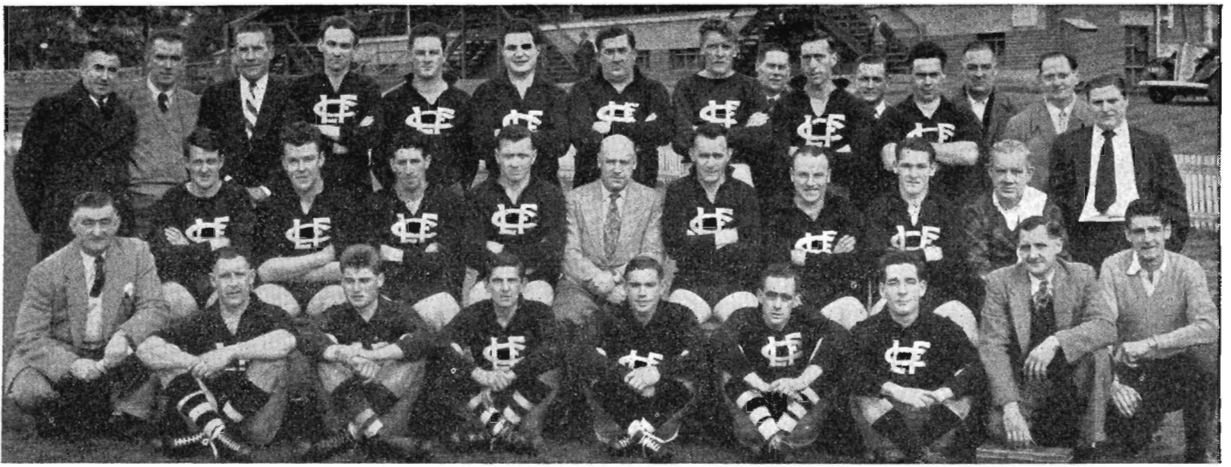
Storeman-in-charge W. R. Watkins (right) being presented with an inscribed watch by Mr. F. Orchard, Comptroller of Stores, at the Electrical Depot Storehouse, on leaving after 47 years' service. Mr. Watkins was also given another watch for his wife. He will retire to the Dandenongs and his hobby—poultry breeding.

Veteran Rail-Motor Driver

DRIVER Thomas ("Tim") Young, who retired recently after 43 years' service, was one of the Department's best known rail-motor drivers. He joined as a cleaner and at Maryborough qualified as a rail-motor driver. He drove on branch and main lines, and after returning to Maryborough obtained his steam locomotive driver's ticket and went to Donald. He remained there until his retirement. Mr. Young took a keen interest in institute activities. He was also an enthusiastic first aider, tennis player, golfer and bowler. When he returned to Donald with his last train many railwaymen in the district were on the platform to farewell him.



Skilled Labourer W. E. Ball had 41 years' service. He was a repairer at Kulwin before joining the Signal and Telegraph Division in 1924. This signal adjustment was his last job before he retired.



North Melbourne Loco, winners of the Commissioners' football cup for the fifth successive year. Back row—left to right : A. Harding, W. O'Brien, M. Conolan, W. Stevens, K. Batt, M. Aldridge, P. Sharp, W. Fullerton, J. Howlett, L. Quinn, H. Arthur, J. Wagstaff, C. McCann, T. Sawyer. Centre row : W. Raymer, B. Bennett, W. Mitchell, A. Boyd (capt), J. Allan (pres), A. Jones (vice-capt), R. Harley, H. Boyd, F. X. Maher, D. Whight. Front row : F. Moore, A. Ballingall, F. Uhe, W. Allcorn, F. Lehne, K. Hutchison, B. Henry, F. Dwyer, C. Lowerson.

SPORTS

Loco's Fifth Successive Pennant

DOMINATING the game for three quarters, North Melbourne Loco defeated Suburban Lines in the football grand final for the Commissioners' Cup and won their fifth successive premierships pennant.

Goals by Boyd and Harley early in the first term gained North Loco an early advantage, and at quarter time they were 3.2 to Lines 1.1. Lines failed to get the benefit of the breeze in the second quarter; the physical strength and experience of North Loco were obstacles they could not overcome. At half time North Loco held the commanding lead of 6.3 to 2.5. The pattern of the game remained unchanged in the third term. North Loco's best and fairest V.R.I.F.L. player, F. Lehne, was in every move. He received good support from Mitchell, Sharp, Harley and Ballingall, and in 11 minutes North Loco scored five goals. At three-quarter time the competition leaders held a winning lead of 47 points.

Undeterred by the strong grip North Loco had on the match, Lines' players tore in fearlessly in the last term in a determined effort to bridge the big gap in the scores. For the first time in the game they gained complete control and added 5.4 before Loco managed to make their first attack. Loco steadied, but could manage only two behinds, and in another all-out onslaught on their opponents' hard pressed defence, Lines scored another 1.1. They were attacking again when the final siren sounded to end one of the best railway grand-final games for several years.

Scores—North Loco : 12.7 (79), Suburban Lines : 9.10 (64). Best—Loco : Lehne, Bennett, Boyd, Harley. Lines : Baxter, Power, Gleeson. Goals—Loco :

Bennett 6, Sharp, Harley, Batt, 2 each, Lines : Power 3, Barker, Edwards, 2 each ; Underwood, Wangman.

Umpire E. Calnan, of Jolimont Workshops, handled the exciting game very capably.

New Australian Sportsman

MR. PHILIP CONSTANTINIDIS, Stores Branch clerk, is a New Australian with many sporting and cultural interests. Born in Greece, he lived for many years in



Mr. Constantinidis

Egypt, and in his youth was a first class tennis player. In later years, he umpired international matches and excelled at table tennis. He was also a member of the Royal Yacht Club of Egypt, and founder and Commissioner of the Greek Sea Scouts in Egypt. For 18 years he was a staff clerk with the Egyptian Mixed Court of Justice, established by international agreement in 1896, to deal with legal disputes between Egyptians and foreigners.

When Mr. Constantinidis came to Melbourne about four years ago, his skill at table tennis was soon recognized by the V.R.I. Table Tennis Association, of which he is president. He managed the V.R.I. team at the interstate carnival in Adelaide three years ago. This year he won the Table Tennis Association's men's doubles event. He also plays tennis with the Olympic Athletic Club.

Mr. Constantinidis held an executive position with the Y's (senior section of the Y.M.C.A.), is the convener of the International Club of Victoria, and a

committeeman of the Epicurean Society and the International Cultural Association.

One of his hobbies is painting. He sold some of his works exhibited at the last two *Herald* outdoor art exhibitions.

His career in the railways shows how a New Australian can progress if he is prepared to study and work hard. Mr. Constantinidis joined the Department as a skilled labourer in the Stores Branch. Later, he sat for the storeman's examination and subsequently qualified for storeman-in-charge.

Promising Footballer

NINETEEN year-old Ross Ousley, of Tarnagulla, is the latest League football recruit to join the railways. He is assisting the engineer in the Central Store, Refreshment Services Branch. Ross, who is over 6 ft. and well built, played country football at 14, and, in the last year or so, has been Golden Square's centre half-forward in the Bendigo League competition. His uncle, William Ousley, was a crack motor cycle rider. Ross was signed up by Carlton and, after attending that club's summer school for footballers, played several games at full forward for the Blues this year. Coach Jim Francis has already improved his style and stab kicking. Ross has completed two years of a diploma course in electrical engineering at the Bendigo School of Mines and hopes to finish it here.

Fitter-Footballer

AMONG Footscray League football team's most promising young players is Kevin Smith, who is a fitter at Newport Workshops. Kevin, a railwayman for more than six years, completed his apprenticeship at Bendigo Workshops. At Bendigo, he played football with Eaglehawk, and cricket in a churches' competition.

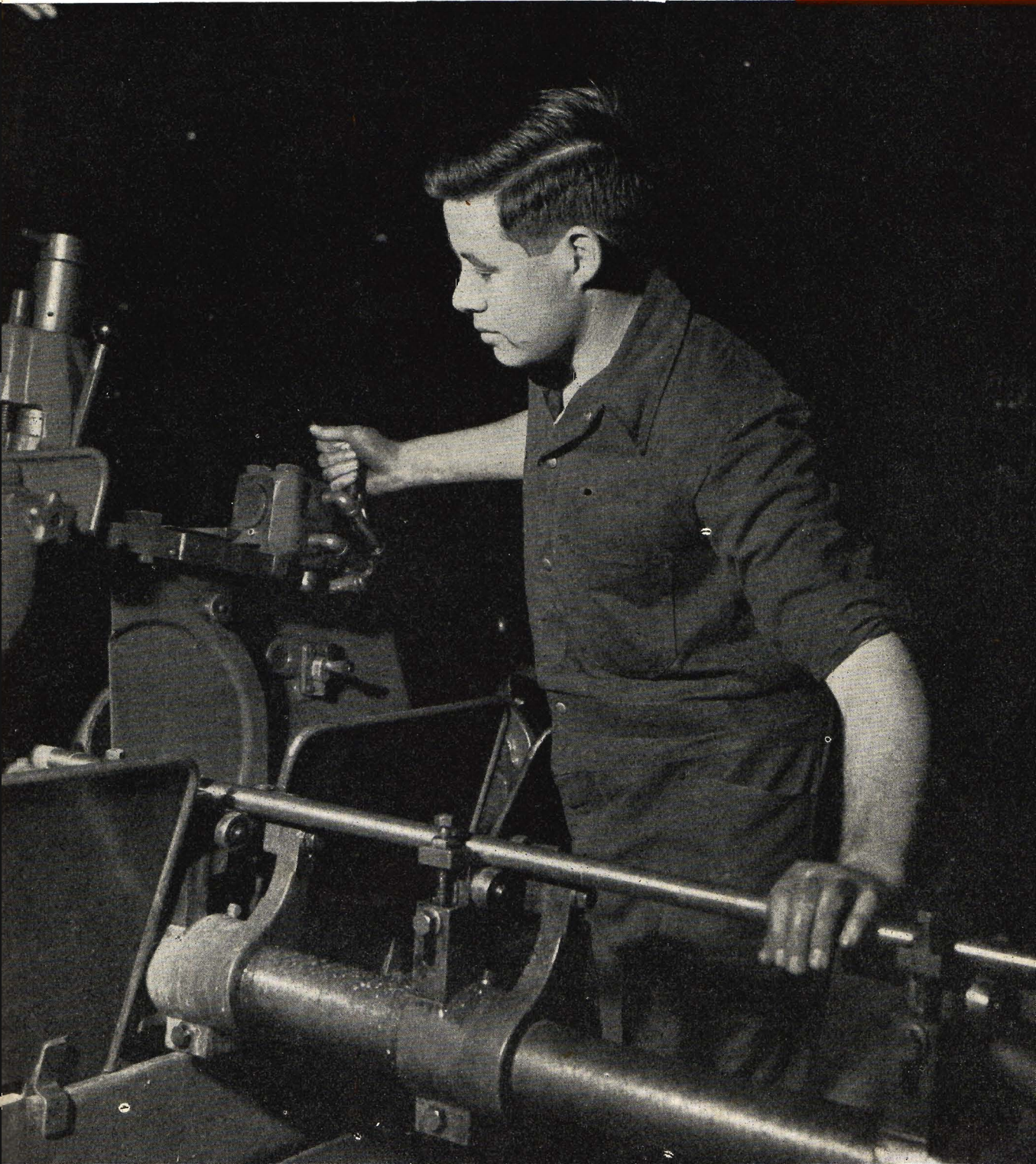
VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1956



THE MONTH'S REVIEW

Premier's Bouquet

ON his recent visit overseas, the Premier (the Hon. H. E. Bolte, M.L.A.) felt that the Victorian Railways compared favourably with other railway systems.

"In Victoria we see a greater percentage of new locomotives and other rolling stock than on any other system in the world," said Mr. Bolte in his address to the "Develop Victoria" conference, recently. Some of the Premier's other railway impressions were of good, and not-so-good railroads, in America, the high fares charged, and the fast electric locomotives, bought with American Marshall Aid money, on the Italian railways.

Apprentices

ANOTHER batch of potential railway fledglings will offer themselves for selection as apprentices this month. The Department has vacancies for 188. Those appointed will undergo a five years' trade training course, and will also be eligible for degree or technical diploma scholarships to equip them for the Department's professional engineering staff. Training will begin on January 14 next year. Veteran railwaymen, who remember the days when an apprentice received a few shillings a week, will no doubt envy the lads of today whose wages range from £5.7.6 in the first year to £14.5.0 in the fifth. Those from the country required to live away from home will be paid a minimum of £9.6.6 a week and get special travel concessions for home visits. The apprenticeship scheme provides a wonderful opportunity for lads to learn a trade from experts, and advance to technical grades and the highest positions in the service.

Off To Camp

MORE than 4,000 cadets from Melbourne's public schools, including some from Albury, Geelong and Ballarat, travelled in special trains recently to Seymour for a week's army camp training. Originally it was intended to hold the series of camps at Mildura, but floods caused abandonment of the plan.

Smileaways Happy

SMILEAWAY Club members are convinced that there's nothing like the train for a picnic excursion trip. 3DB radioman, Peter Surrey, says the club's rail trip to Echuca recently resulted in the most successful picnic the organization has yet staged. The special train, with its long corridors and large compartments, helped the get-together atmosphere, and the public address system was ideal for community singing and the commentary on the pass-

ing scenery. The club and the Central Travel Bureau, which organized the trip, have thanked the Department for the co-operation received throughout the journey. "We found stationmasters and railwaymen generally most willing and anxious to help us at Spencer Street, Seymour, Echuca, and Bendigo; the train crew kept us on time all the way; and the refreshment services staff also deserve credit", writes Mr. Surrey. He adds that railway picnics have been outstanding successes and he feels sure that the Club will be asking the Travel Bureau to run another in the near future as there is no better way of attracting and entertaining a large crowd.

Another Suburban Improvement

MORNING and evening peak-hour train services on the Ferntree Gully line will be improved when the long crossing loop between Bayswater and Lower Ferntree Gully is completed. It is hoped to have the work finished next month. Crossing delays will be eliminated and the frequency of the service improved.

Parents Went, Too

STORIES brought home about delightful country excursions in chartered diesel rail-cars apparently impressed some of the parents of Scotch College Railway Club members so much that they decided to accompany their lads on the third trip to Colbinabbin. Others to travel in the 280 h.p. diesel-car were the Collee Bursar (Mr. K. Field) and members of the Railway Historical Society. Rushworth Bush Hospital Committee provided lunch for the excursionists and afternoon tea was served at Tallarook. Organiser of the tour was Master Tom Murray, Scotch's most enthusiastic amateur railroader.

Olympic Games Traffic Plans

OLYMPIC Games' rail transportation plans have been completed by the Department. Apart from taking people to and from their work—a daily routine—the railways expect to convey about 30,000 country school children in 40 special trains; at least 10,000 suburban school children in ordinary and special trains, sight-seeing sailors from all over the world and the huge crowds that will flock to the games.

School children will be coming from such places as Kaniva, Wycheproof and Sale, and a special train from Tocumwal will bring them from as far afield in N.S.W. as Finley and Berrigan. School children will mostly make day return trips. Some schools, however, have arranged to billet the children in Melbourne for one or two nights. At Wangaratta, arrangements have been made to billet children from outlying districts

so they can catch the early morning train. Special trains have been arranged through municipal authorities and, in other cases, by head masters of secondary schools. These arrangements have been carried out by the Department, in conjunction with the Olympic Booking Office.

Extra carriages will be added to country trains to cater for people visiting Melbourne for the Games; extra trains will run if there is a demand for more accommodation.

Interstate traffic will also be very heavy. All trains from Western Australia, for at least three weeks before the opening of the Games, have been booked out for some time. More divisions of *The Overland* will be run from Adelaide, and there will be four special Olympic trains from Sydney—with sitting and sleeping accommodation.

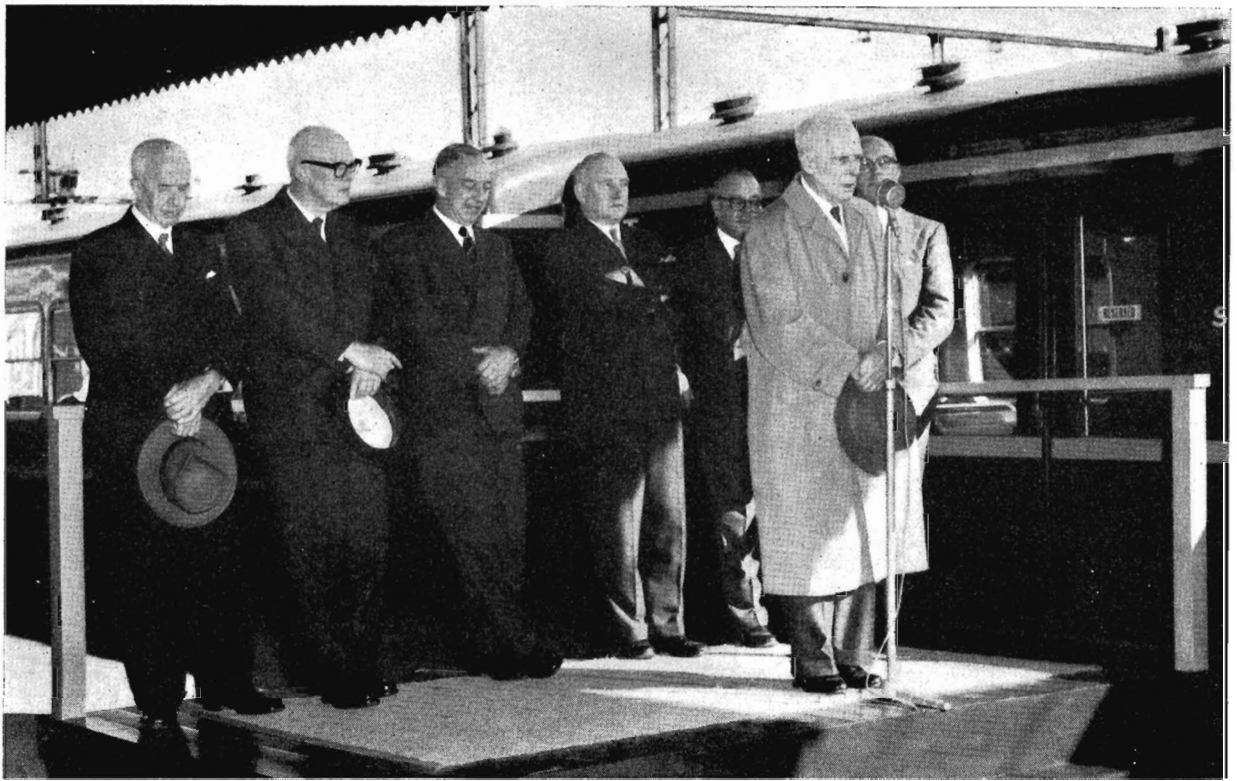
A special suburban time-table will operate for the opening day, and extra trains will run on other days to cater for return traffic after the Games. Trains will also run to popular bayside beaches and hill resorts.

Lost

WITH life's tempo quickening from year to year, more and more items are being left behind in trains—some quite valuable. Perhaps the rush that sets in during the morning and evening peak periods contributes to the evergrowing forgetfulness of users of public transport. Everything found on railway property—except money, which is remitted to the Cash Office, and valuables, which go direct to the Claims Agent—is sent to the Lost Property Store at Spencer Street. If unclaimed at the end of three months, it is transferred to the Flinders Street Extension Lost Property Store and catalogued for the next auction sale. The usual miscellaneous assortment of articles that went under the hammer at a recent railways' auction of lost and unclaimed property included 36 cameras as well as the usual most forgotten items—umbrellas, suit cases and kit bags. Other articles in the collection were a kettledrum and sticks, rolls of barbed wire and a rocking horse.

FRONT COVER

Shaping his career is Railway Apprentice Fitter and Turner W. Bradbury, operating a centre-less grinder at Newport Workshops. Thoroughness of the Railway's apprenticeships has won wide recognition in industry, and it is to the credit of these young men that many have risen to top positions in the service.



Mr. Harris acknowledging tributes at the train ceremony. Left to right. Sir Herbert Hyland, Mr. Rogers, Mr. Rylah, Sir Arthur Warner, Mr. Brownbill and Mr. Quail.

HARRIS TRAINS

UNSTINTED praise for the war and peace-time railway administration achievements of Mr. Norman Charles Harris, a former Chairman of Commissioners, was expressed at the *Harris Trains* naming ceremony at No. 8 platform, Spencer Street station, on September 14. The Government's decision to name the new blue and gold suburban electric trains after the man who was largely responsible for their introduction, was applauded not only by railwaymen, but by the public generally.

Approaches to the platform were gaily beflagged for the occasion. On the dais were the Chief Secretary and Attorney-General (Mr. A. G. Rylah, M.L.A.), the Minister of Transport (Sir Arthur Warner, M.L.C.), Leader of the Country Party (Sir Herbert Hyland, M.L.A.), Mr. E. H. Brownbill (Chairman), Mr. N. Quail (Acting Deputy Chairman), Mr. G. Rogers (Deputy Commissioner) and the guest of honour—Mr. N. C. Harris. Seated in front of the dais were Lady Warner, Mrs. Rylah, Mrs. Harris and the Commissioners' wives.

Welcoming the guests, Mr. Brownbill described how, soon after Mr. Harris became Chairman in the early days of the last world war, he threw the whole weight of railway activity into the war effort and kept maintenance and replacements to the minimum consistent with absolute safety. Towards the end of the war Mr. Harris was confronted with a tremendous planning job involving the absorption of those demobilized from the armed services.

In the difficult post-war period the railways were faced with a shortage of manpower and materials and an acute lack of coal. "Men of lesser calibre than Mr. Harris would have been appalled by the prospects, but he was not dismayed," said Mr. Brownbill. "He evolved the great rehabilitation programme—*Operation Phoenix*. Among many other things it provided for the purchase of diesel-electric loco-

motives, new suburban trains and the duplication and electrification of the Gippsland line—all of which have revolutionized the Department's operating methods."

In a personal tribute to Mr. Harris, Mr. Brownbill said he had endeared himself to the railway staff. But for his foresight the Victorian Railways would have been in a sorry plight, instead of being in their present position of leading the Commonwealth.

Sir Arthur Warner revealed his respect and admiration for Mr. Harris by saying that he envied Mr. Rylah his train naming assignment, as Mr. Harris was a wonderful man who had done a great job for the railways and Victoria.

Mr. Harris was described by Mr. Rylah as a born and bred railwayman who had been an outstanding servant to Victoria. He reviewed his distinguished war record in two world conflicts, and said that, as a front-line soldier, Mr. Harris appreciated the value of an all-out war effort on the home front. The part the railways played in the last war in transporting large quantities of material and thousands upon thousands of servicemen was still fresh in the minds of most people.

In the post-war years Mr. Harris's railway rehabilitation plan gave Victoria modern rolling stock, such as diesel-electric locomotives which were doing a tremendous job in slashing operating costs. After referring to Mr. Harris's self-sacrificing work for the Legacy Club which had inspired all connected with it, Mr. Rylah said Mr. Harris was loyal to the railway service, and was loved by so many in it that it was only fitting his name should be commemorated in a permanent way. "The new trains will be a constant reminder to us all of a man who, like so many of his predecessors, served the State so well," concluded Mr. Rylah.

After the ceremony, about 200 guests travelled in a *Harris Train* to Broadmeadows, and returned to Spencer Street for refreshments in the grill room. They were received there by the Commissioners and Mr. and Mrs. Harris.



Bendigo Workshops No. 4 team competing in the transport event.

VICTORIAN Railways are better prepared for first aid work than any comparable organization in Victoria, Mr. E. H. Brownbill, Chairman of Commissioners, said at the annual ambulance dinner at the Railways Institute. Teams of highly trained first aid men were organized to handle a peace or war-time situation requiring the treatment of a large number of casualties.

THE dinner, which followed the State ambulance competitions at Mt. Evelyn, was attended by heads of Branches, adjudicators and competing metropolitan and country teams.

A pointer to the increasing importance of first aid in defence plans was the appearance as adjudicator at the competitions of the Director-General of Army Medical Services (Major General W. D. Refshauge).

Adjudicators were unanimous that the standard of railway first aid work was well up to that of previous years, and all were impressed by the enthusiasm of the competitors and the fact that so few points separated teams and individuals.

Mr. K. W. MacKenzie, Ambulance Officer, and his assistants excelled themselves in creating the necessary atmosphere for the various events. Background highlights were the barber's shop and level crossing scenes for the senior and novice supplied materials events, respectively; the orchard and bulldog backcloth for the senior individual contest; the garden nursery for the novice improvised material contestants; and the laundry and backyard scene for the senior improvised material section.

Plots were well conceived and "patients" showed surprisingly good acting ability in realistically portraying the roles in which they were cast.

Nerve and balance were well tested in the transport event. The "patient" was carried on a stretcher, from the nearby railway line, through scrub and over a rubber-tyre littered road to a waiting departmental truck.

The tyres were used to simulate pot holes and rough track conditions and stretcher bearers had to be sure footed to avoid jolting the patient.

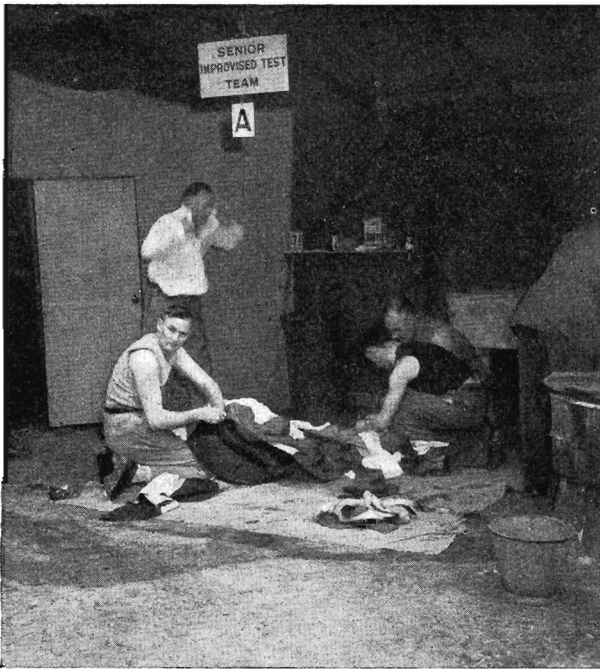
Catering arrangements for competitors, adjudicators and guests were capably handled by the Refreshment Services Branch. Results of the competitions are on page 13.



Competitors leaving the train at Mt. Evelyn.



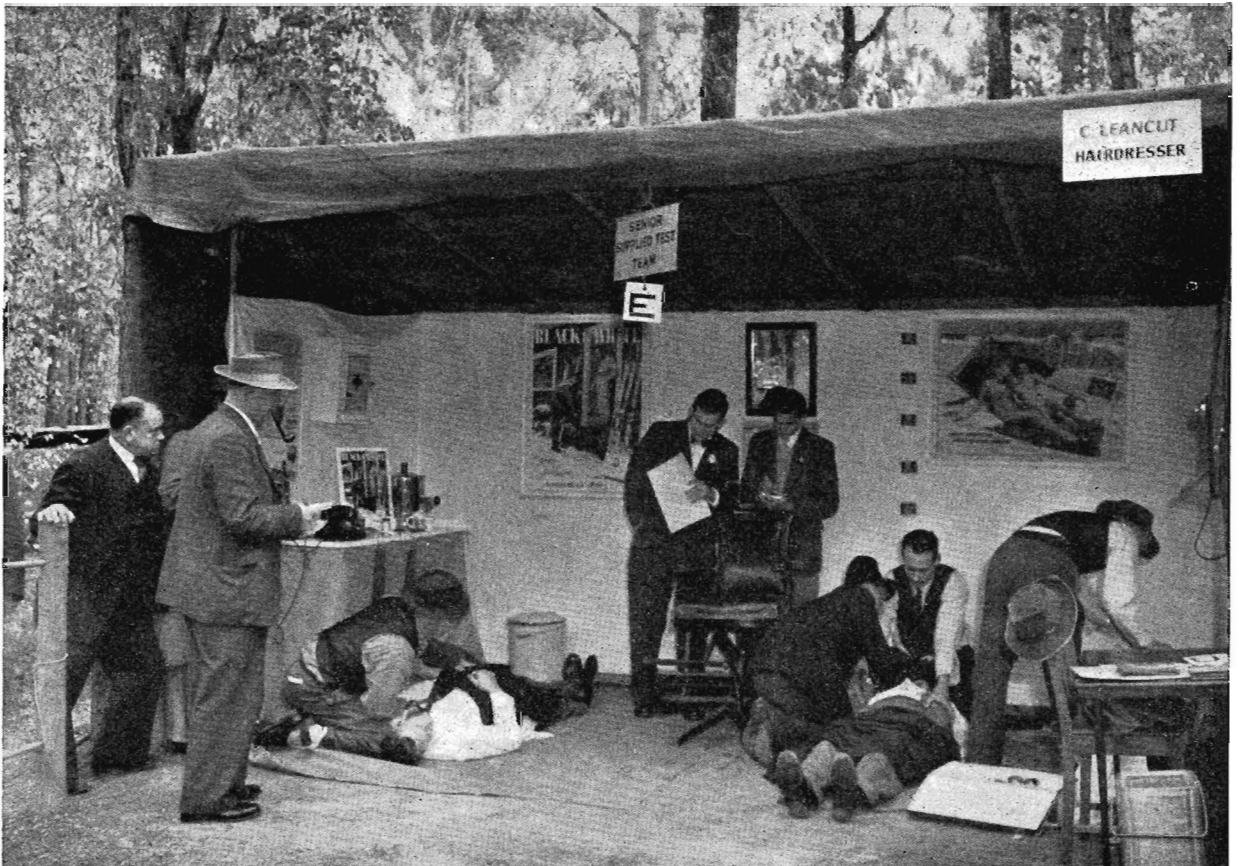
Dr. E. R. G. Suen, one of the adjudicators, waits for the arrival of a team to contest the senior individual event. The patient, "who was robbing an orchard, was injured in fleeing from a bulldog".



Accountancy Branch No. 1, winners of the senior improvised material test contest.



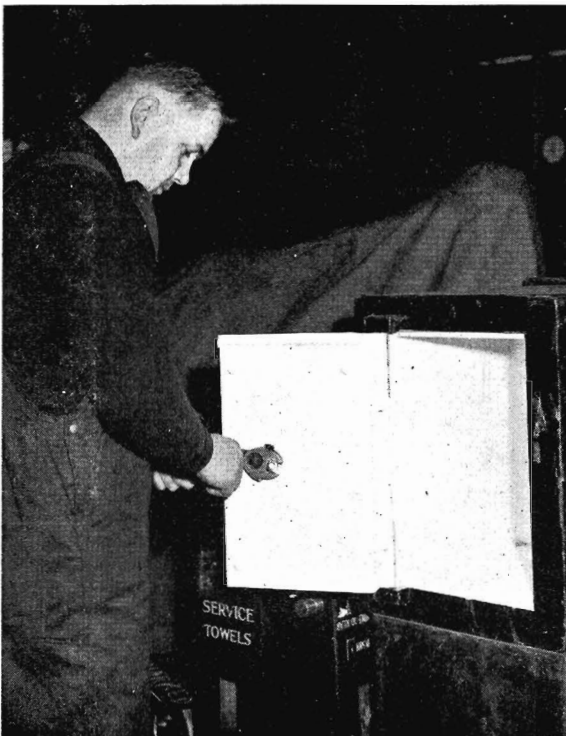
North Melbourne Loco. No. 1 team treat a level crossing accident "victim" in the novice supplied material event.



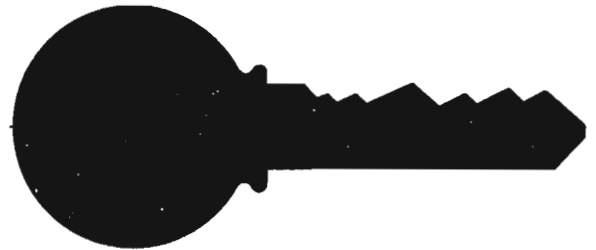
Hairdresser and customer, "injured" when the latter takes an epileptic fit, receive first aid from North Melbourne Loco. No. 3 team in the senior supplied material contest.



Locksmith A. A. Michael repairs a travelling cash safe.



Fitter R. J. Saunders at work on an office safe.



TEN thousand locks of various types were ordered through Spotswood General Storehouse last year. Of these, 8,000 were padlocks manufactured at Spotswood Workshops.

These locks go throughout the State—to depots, stations, offices and other places. They are padlocks, rim locks, cupboard locks, till locks, night latches, safes and strongrooms.

Locks are an important part of safety work, for they are used to safeguard life and property.

Special locks are used, for example, by the Electrical Engineering Branch to protect staff working on 1,500 or 20,000 volt cables and switchgear. These locks must be such that they cannot be opened by any unauthorized persons. They are, in effect, the key to safety.

In charge of the six "key men" at Spotswood Workshops is Mr. L. McNish, Foreman Locksmith. Mr. McNish and his locksmiths are responsible for the manufacture of padlocks, the repair and maintenance of locks, office safes, travelling cash safes and strongroom doors, and the cutting of replacement keys.

Locks used in the Department are not supplied in any haphazard manner. A Lock Standardization Committee has prepared a schedule of standard locks. The schedule sets out the various purposes for which particular types of locks are to be used. Only in cases involving high security are special locks used.

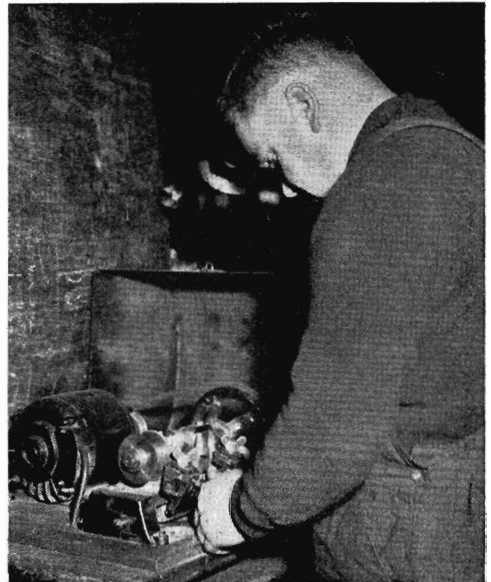
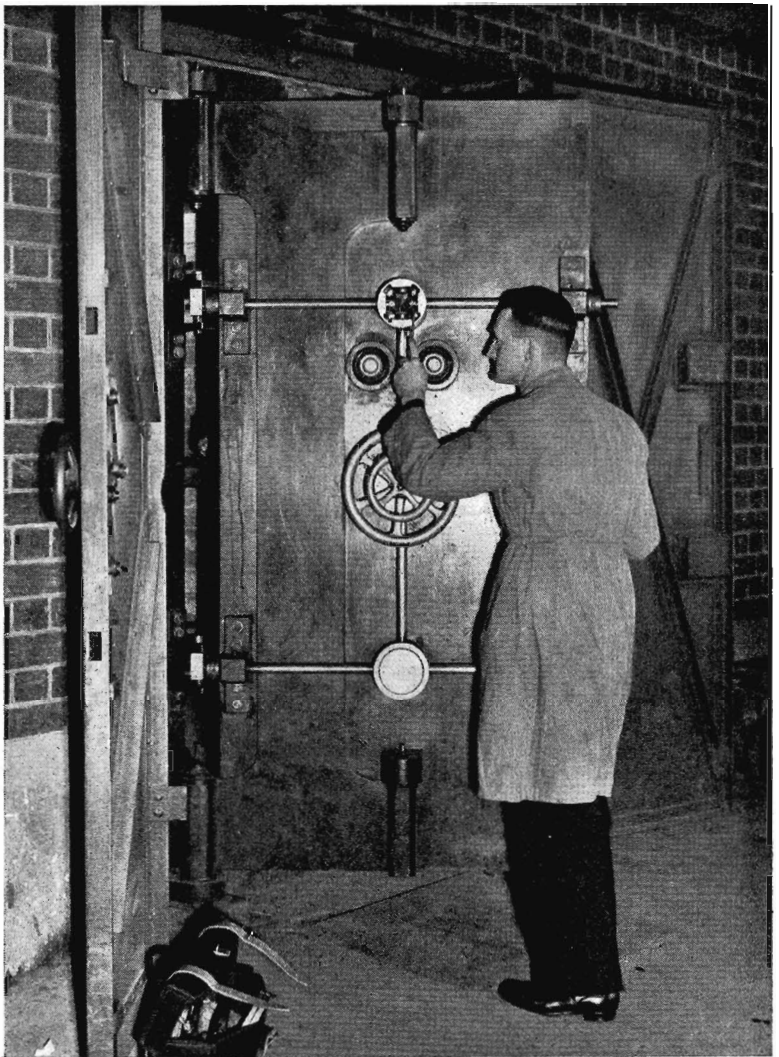
Largest items maintained by the locksmiths are strongroom doors with their combination locks. These work on the same principle as ordinary locks, but are manipulated by the combination dials instead of by ordinary keys.

All office safes bought by the Department are inspected by Mr. McNish during their manufacture. This ensures that they comply with the rigid specifications for security and fireproofing.

When keys of safes are lost and the locksmith is called on to provide substitutes, the combination of the lock is altered so that anyone finding a lost key cannot open the safe. If no duplicate key is available, the locksmith is called in to open the safe.

A talk with the locksmiths will soon convince anyone that opening locks of safes is not a job for the supersensitive fingers of the master crook of fiction, but a matter for the skill and training of the expert.

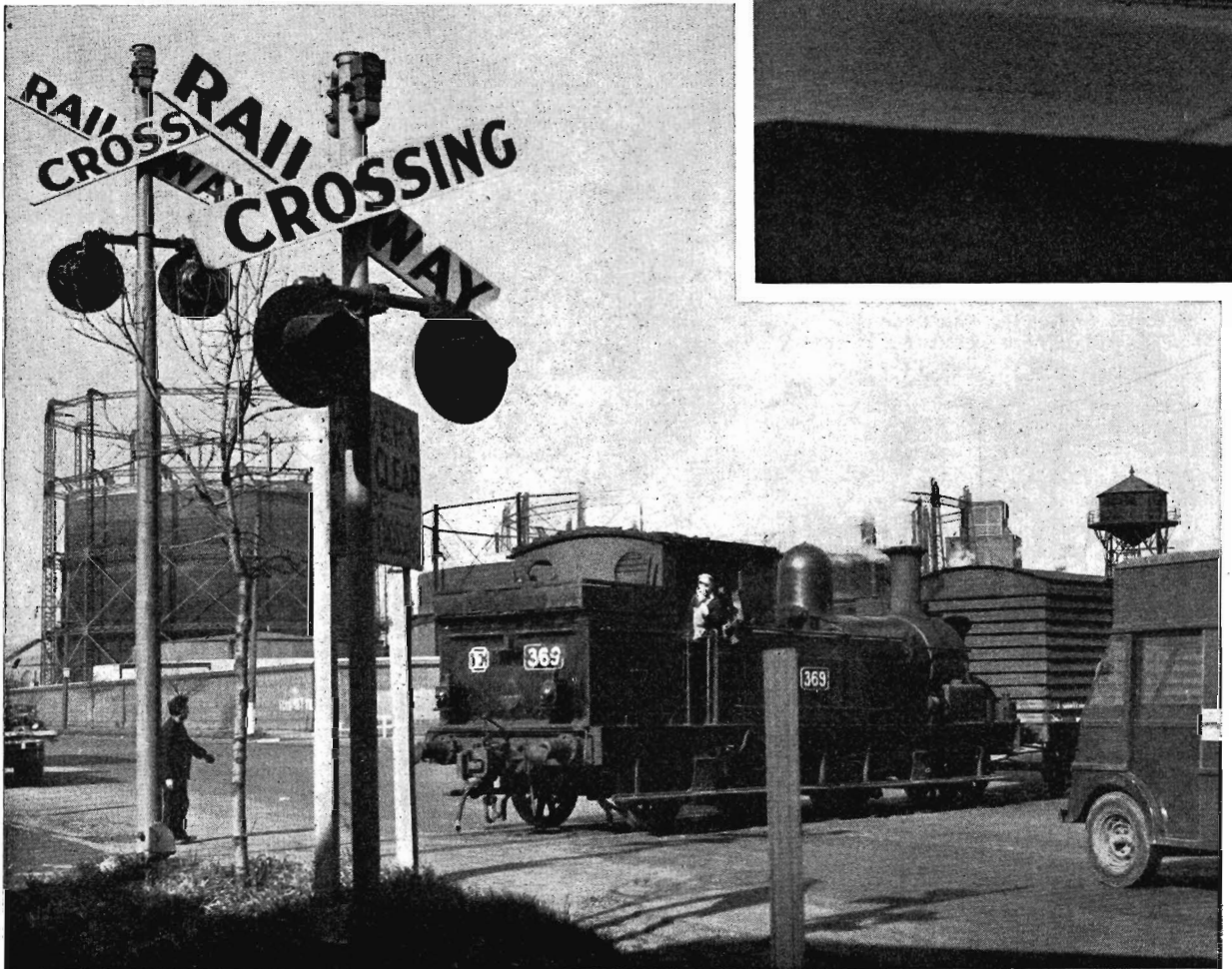
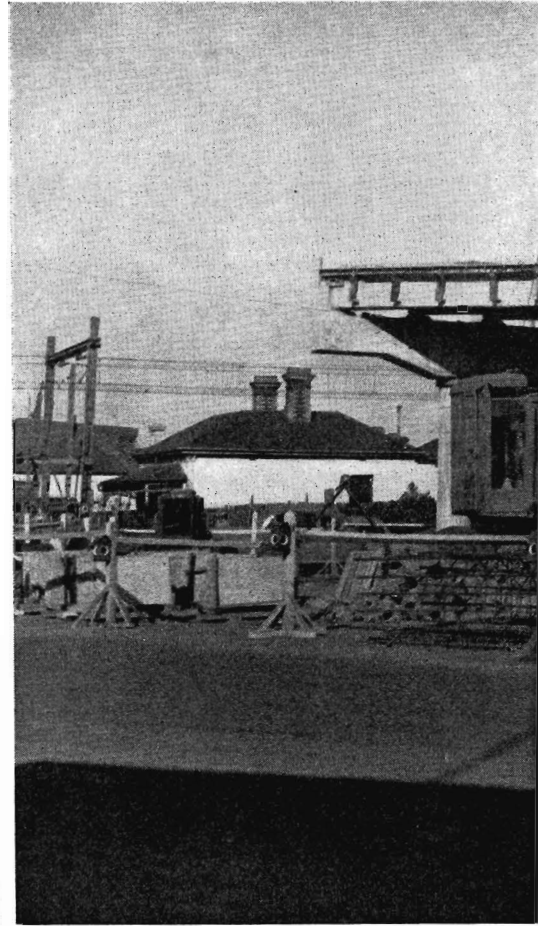
Right—Making a routine check of a strongroom door. *Below*—Locksmith G. M. Papworth (*left*) assembles padlocks whilst (*right*) keys are being cut.

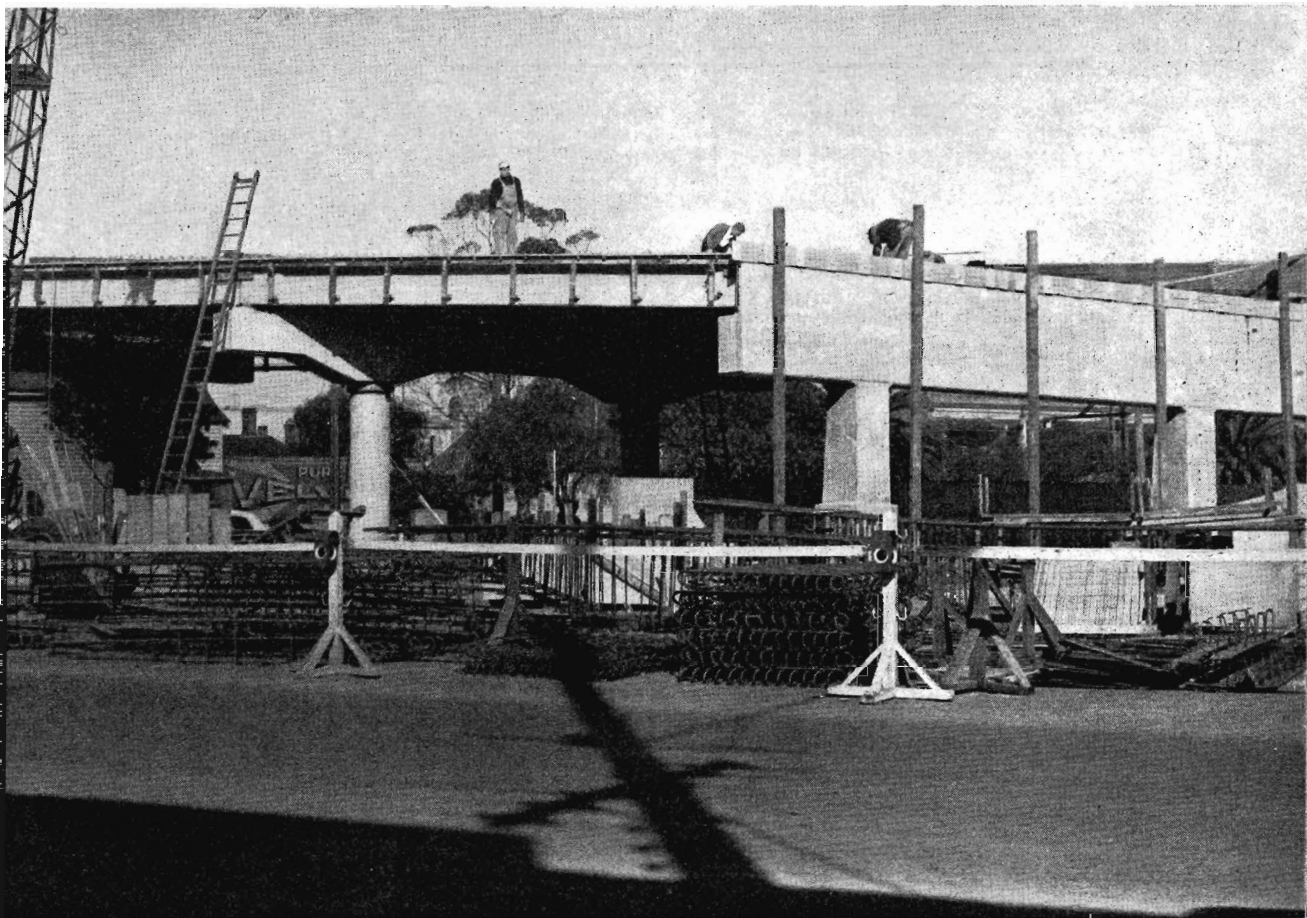


AROUND THE SYSTEM

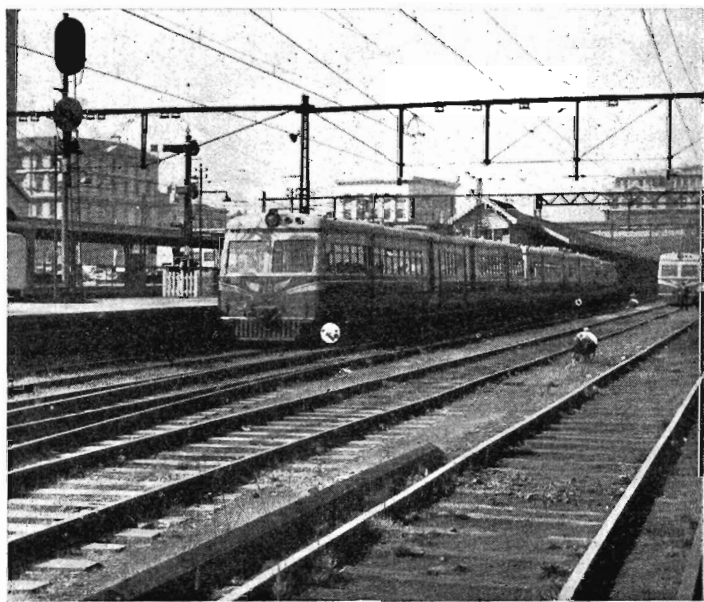
SMOOTHER TRAFFIC FLOW : (*right*) One of the most important works to overcome traffic problems in the metropolitan area is the grade separation project on Heidelberg-road, Clifton Hill, where a bridge is being provided so that drivers of road vehicles will not be delayed by railway crossing gates. The constructing authority is the Country Roads Board.

CROSSING PROTECTION : (*below*) Flashing light signal installed at the busy Cowper and Piggott streets intersection, West Melbourne. With the limited money available, the programme is making good progress. In the last financial year standard flashing lights were installed at eight more level crossings.





GENERAL SERVICE: More than 4,000 public, high and technical boys travelled by train to Seymour recently for a week's Army g. But for floods, camps would have been held at Mildura. Thirteen trains were scheduled for cadets' transport.



MULTI-OPERATION: Unusual sight at Spencer Street station—two 280 h.p. diesel-rail-cars and trailer coupled together to form the 10.55 a.m. train to Geelong. Extra diesel coped with heavy passenger traffic, including cadets returning to Geelong.

LITTLE BLACK BOOK

DEDICATED to the wives of railroad men, this story, written by Pearl Mallon and published by the Brotherhood of Locomotive Firemen and Enginemen's Magazine, U.S.A., will doubtless remind wives of V.R. locomotive drivers of the hours they spent in helping their husbands, in their trainee enginemen days, to learn the Department's "red book" from cover to cover.

Although the instruction book "concerning the locomotive and the Westinghouse brake" has now a blue cover it is still known as the "red book."

SOMETIME in the railroading career that you share with your husband, he will come home with a small black book. It is not going to have any addresses on the pages as did the one he had in his bachelor days, but this little black book will mean more to him and to you than most books mean to most people.

The prompt and careful learning of the contents of that book will mean his livelihood. It is the railroad man's text. As long as he railroads he will live by the rules of that manual. You as a railroad wife will come to know that book also.

When your husband comes home with his book do not expect him to take you out to a show or perhaps help take care of the baby because you may have had a hard day. Probably he has had a bad one, too. And he will have many more until the book is learned from cover to cover. You will share those days. How you share them will be up to you. You may take the attitude of not caring or complain because he is not free to take part in something you have planned. These plans must be put aside until this time has passed. You can feel and act like a martyr, or you can act like a grown up person ready to share and help with his work.

Try putting the children to bed and, if there are no children, then lay aside your plans and take that book that has the print dancing before his tired eyes and sit down and ask him questions and read the rules to him.

You may not know what you are reading about but he does; or he soon will. You may not be a railroader, but very soon you will have picked up a smattering of the railroad's peculiar language, and you will find yourself fascinated by one of the most important industries in the world.

You will learn that the watch he carries is the symbol he lives by. To most men a watch is a handy gadget or something by which to tell the time of day, and even seconds or minutes lost or gained either way make little or no difference to them. But to a railroad man a few seconds may make all the difference in the world. His watch must run perfectly.

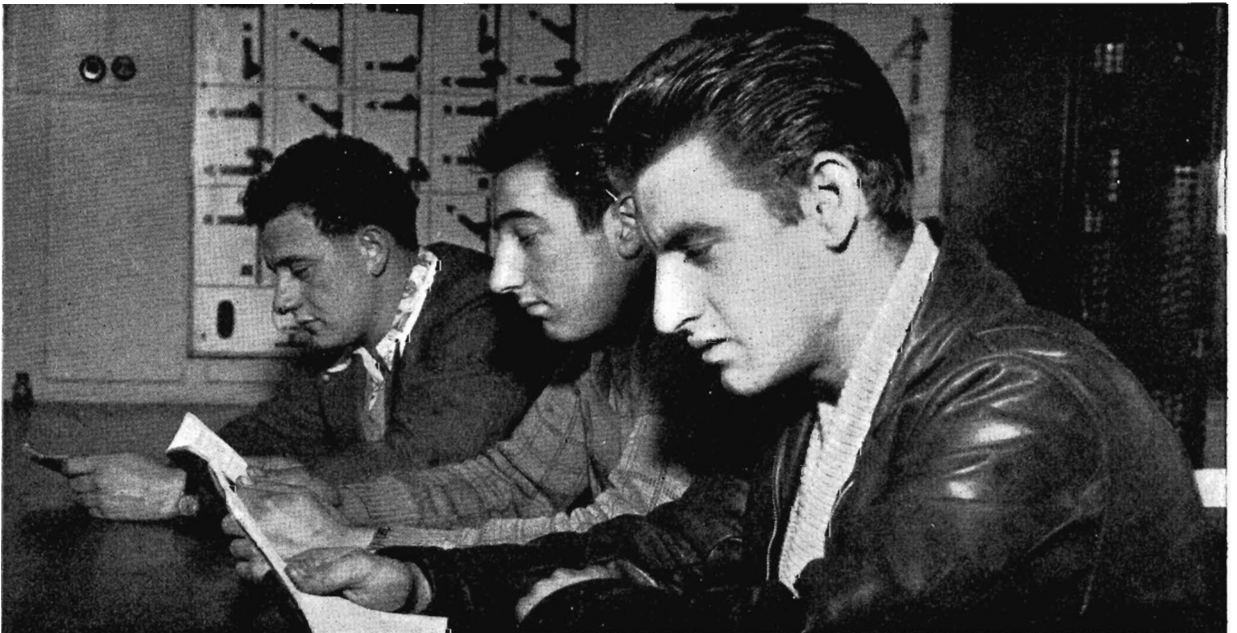
You will learn about automatic signals, and the sign language carried on between the men in the engine cab and those who ride the caboose will come to mean to you not just waving of arms or lights, but signals all important to the movement of a train.

Two rails running side-by-side and properly spaced will mean to you more than a place to run a train; they will signify the life-lines to a million industries, carrying precious freight and still more precious lives on their various journeys.

Every whistle will mean a communicating signal between engineer, brakemen and conductor. All these things you will learn from the black book you are helping your husband to learn.

Naturally you will grow very tired and bored I grant you, but so will he, but it must be done. Your support and helpful attitude will aid more than either of you will realize at the time. Only after many times through the book over a period of years will you realize that sharing the learning made it much easier. Although you may never hold that throttle, you have had a part in running a train.

Here is a thought that wives might do well to remember. Be just as interested in that small black book as you are in your husband's cheque book.



Trainee enginemen at North Melbourne Locomotive Depot studying the "red book".

UNDER CANVAS



Lt-General A. R. Garrett (centre), G.O.C. Southern Command, discusses training matters with Major R. P. O'Brien, O.C. 41 Railway Squadron (left) and Col. R. M. Wright, Commander of 8 Railway Group, during his visit of inspection of 41 Railway Squadron camp at Puckapunyal.

NEXT year, 41 Railway Squadron, Royal Australian Engineers (Supplementary Reserve), which completed its second 14-day annual camp of continuous training at Puckapunyal recently, plans to have a camp of its own—in an area surrounded by railway activity.

THE Squadron's camp this year was held at the same time as 22 Construction Regiment, which comprises squadrons of Supplementary Reserve Engineer Units, sponsored by the Country Roads Board, State Rivers and Water Supply Commission and Melbourne and Metropolitan Board of Works.

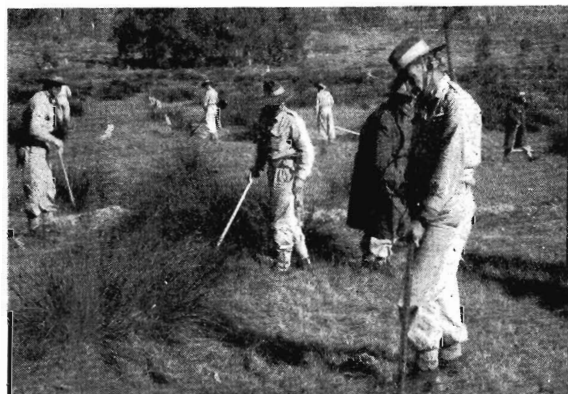
Feature of the advance weapon training was "battle practice." Instead of firing weapons at range targets, each man had to race about 50 yards, assemble weapons and discover pre-arranged faults, run a further distance and fire at field targets. The competitive and timed nature of the exercise added to its interest.

On a two-day tactical exercise, blank ammunition and aldershot grenades were used, and the night was enlivened by enemy counter attacks in which flares and verey lights were used to highlight operations.

Visits were made to the Royal Australian Electrical and Mechanical Engineers' Workshops, and Armoured Corps, to see the latest tanks and repair facilities. On a visit to Seymour Yard, train control, signal boxes and yard facilities were inspected.

Before the camp concluded with a regimental parade and impressive march past, it was inspected by Mr. N. Quail, Acting Deputy Chairman of Commissioners, Mr. A. C. Stockley, Chief Electrical Engineer, Mr. W. O. Galletly, Assistant Chief Mechanical Engineer, and Mr. W. Walker, Staff Board member.

Incidentally, the Squadron has many vacancies, especially for workshops and track maintenance personnel. Applications for enlistment are welcomed.



Sapper E. K. Rogers, Bendigo shunter, using a detector to clear a "mine field".



Ex-paratrooper Sgt. A. J. Larkin (right), Burrumbeet's assistant stationmaster, explaining the Owen gun. On his right is Sgt. J.G. D. Farmer, sub-inspector, overhead section, Batman Avenue, and, next, Staff Sgt. W. R. Lang, sub-inspector, Warragul overhead section.

LINES FROM OTHER LINES

Museum Pieces

AMONG the many railway and road vehicles of historic interest now owned and preserved by the British Transport Commission are 36 locomotives and 32 other items of rolling stock. The locomotives cover engines built between 1822 and 1909. Representatives of another six classes of locomotives, still in service on British Railways, have been scheduled for preservation. In addition, 19 other locomotives are preserved in Great Britain by other bodies.

"Fishbowl" Waggon

TWO standard covered freight waggon have been fitted with transparent sides in the British Railways works at Faverdale for demonstration purposes. They are known as "Fishbowl" waggons. The Perspex sides are designed to show how differently stowed goods react to varying circumstances of transit. In this way it will be possible to determine the best methods of stowing and to experiment with alternative ideas. The effects of different kinds of shunting will also be seen.

Out-of-Gauge Load

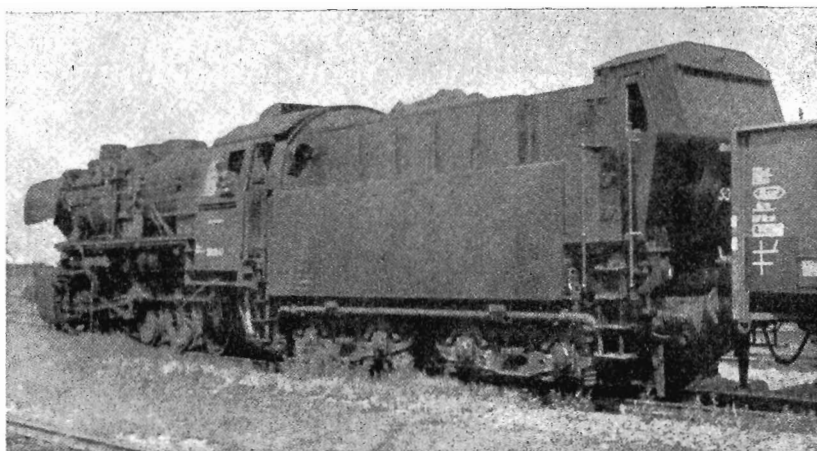
ON two Sundays recently, the Scottish Region of British Railways moved, from Reston to Glasgow, the heaviest single article ever carried by rail in Scotland. This was a stator weighing 143 tons. It was 21 ft. 9 in. long, 12 ft. 6 in. high, and 12 ft. 10 in. wide. A special 24-wheel waggon was used to carry it. Because of the width of the stator, no trains could be run on adjoining lines during the passage of the special train. To enable the stator to clear lineside structures, the waggon was fitted with special traversing apparatus permitting the load to be moved up to 1 ft. on either side of centre.

Long Tunnel

A railway tunnel, 7½ miles long, is to be driven through the Hex River Mountains in South Africa to help cope with increasing traffic. This will be the fourth longest tunnel in the world. Work will begin in three or four years, and will take about the same time to complete. Two other shorter tunnels will also be built in the same region.

German Diesel In Canada

CANADIAN National Railways are testing a German-built diesel-hydraulic locomotive for a period of three months, after which it will be used experimentally on other Canadian railways. The 750 h.p. road switcher was built by the company which, on its own initiative, built for and delivered to the Great Northern Railway Board, Ireland, an 800 h.p. diesel-hydraulic locomotive. The Board subsequently



German Federal Railway locomotive with guard's compartment on tender. The object is to reduce the weight of a goods train by dispensing with a brake van. Ten tenders have been so rebuilt.

bought the engine. If the trials in Canada prove equally successful, it will be a fresh triumph for the commercial initiative of a Continental manufacturer in submitting a design, relatively untried in Canada, in competition with the well-established products of North American builders.

French Electrification

AT the beginning of the year, the length of electrified lines on the French National Railways totalled 3,137 route miles, of which 2,637 miles were on the 1,500 volt d.c. system, and 349 on the 25,000 volt 50-cycle single-phase a.c. system. This electrified mileage is 12.7 per cent. of the total route mileage of French National Railways. About 28 per cent of train mileage is operated over electrified lines, and 35 per cent of gross ton miles is hauled electrically.

American Railways

THE railway system of the United States is composed of 661 railway companies, large and small, with about 222,000 miles of line, and a track mileage of 400,000. This is nearly 30% of the railway mileage of the world. To operate the system there are, in round figures, 24,200 diesel-electric locomotives, 12,000 steam and 800 electric and gas-turbine locomotives—a total of about 37,000 units of all types. Added are 39,700 passenger cars, 2,099,000 freight cars, several thousand units of work equipment, and 1,696 units of floating equipment operated by the railroads. They provide employment for more than 1,000,000. These facts give some idea of the magnitude of the American railway system—the only agency of transportation that provides the American people with all-year-round, all-weather, all-commodity, nation-wide, common-carrier transportation service.

TV In A Train

ONE of the coaches in the new, light-weight *Jet Rocket* of the Chicago, Rock Island and Pacific Railroad, operating between Chicago and Peoria, is provided with a television set which enables passengers to see the track ahead as though they were riding with the driver in the cab of the diesel locomotive. The *Jet Rocket* is equipped with an a.c. circuit, from which the television set can be worked without the use of a rectifier.

Electronic Detector

ELECTRONIC devices for detecting hot boxes on passing trains at speeds up to 60 m.p.h. have been installed by the Rock Island Railroad at Mineral, Illinois. This permanent installation follows extensive tests made by the railway for more than a year. Mineral is 30 miles east of the Rock Island's classification yard at Silvis, which, tests have shown, is sufficient distance for recordable heat to develop in bearings on east-bound trains.

The detector consists of two cameras—one on each side of the track—to measure heat radiation from a journal, together with an evaluation unit. This unit further amplifies signals from the cameras and selects those which indicate abnormal temperature.

Anti-Beggar Squads

ANTI-BEGGAR squads on the Indian Railways apprehended over 1,700,000 beggars at railway stations, during the year ended June 1955, in a drive to save passengers from this nuisance. More than 37,000 were prosecuted. Over 10,000 were imprisoned, about 19,000 found travelling in trains without tickets were charged fares, and more than 6,300 were fined by magistrates.

Bravery Recognised

BRAVERY shown by Supernumerary Skilled Labourer J. Stewart in rescuing Foreman G. W. L. Groves from the path of the 8.15 a.m. Bendigo passenger train at North Melbourne in July has been recognised by the Commissioners. A commendatory entry has been placed on his record and his gallant act has been brought also to the notice of the Royal Humane Society.

Mr. Stewart, Mr. Groves and another employee, were walking between two sets of rails under the Dynon Road bridge, at the "down" end of North Melbourne station, when the foreman was struck by an "up" Williamstown electric train and hurled on to the "down" rail of the track on which the Bendigo passenger train was closely approaching. He sustained extensive injuries, including bone fractures.

The passenger train was less than a length away, when Mr. Stewart pulled Mr. Groves from the rail and held him down between the two sets of tracks.

Narrow First Aid Title Win

NARROW margin of 1½ points separated Accountancy No. 1 and North Melbourne Loco. No. 3 in the teams' championship at the State ambulance competitions at Mt. Evelyn. The senior individual event also provided a keen contest between Goods Guard H. P. Isaac, Ararat, and Diesel Maintainer H. L. Wignall, of North Melbourne Loco. Depot, the former winning by 3½ points.

Results—Senior Teams : Accountancy No. 1 (405 pts), 1 ; North Melbourne Loco. No. 3 (403½), 2 ; Bendigo North Workshops No. 1 (395), 3. Novice Teams : Ballarat Traffic (372), 1 ; Sale (357), 2 ; Bendigo North Workshops No. 4 (354), 3. Senior Individuals : Goods Guard Isaac, Ararat, (147), 1 ; Diesel Maintainer Wignall, North Melbourne Loco. Depot (143½), 2 ; Clerk E. W. H. Wensor, Head Office (131½), 3. Novice Individuals : Leading Crane Attendant J. Tainsh, Ballarat Workshops (143), 1 ; Guard E. J. Mill, Ararat (130), 2 ; Train Controller R. Stoddart, Ararat (125), 3.

Ballarat First Aid Personalities

MACHINIST D. Overall, who led Ballarat North Workshops No. 1 to a State teams' first aid championship last year, has been a first aider for 25 years, and leader of the team for 11 years. He is first aid officer for Bungee football team in the Clunes League and a Ballarat Cricket Association umpire. Maintenance Fitter R. G. Benn, who served his apprenticeship as a fitter and turner at Ballarat, is another first

aider with many years' experience. He is Superintendent of the Ballarat division of St. John Ambulance Brigade. A first aider for 15 years, Fitter A. Maude is one of Ballarat Football League's best known goal umpires. One of the team's most promising members is Apprentice Fitter and Turner R. Phillips. He plays football with Ballarat second eighteen, rows for Ballarat City Club and is a member of St. John Ambulance Brigade. Running Gear Repairer J. Grove is vice-president of the Ballarat Horticultural Society ; his specialty is dahlias. He is also a member of Ballarat East Rifle Club.

Boilermaker First Aiders

BOILERMAKER K. Trengove, of Bendigo Workshops, leader of Bendigo Workshops No. 4 novice first aid team at the State championships, began his apprenticeship as a copper-smith at Newport Workshops in 1925, transferring to Bendigo four years later and learning the boilermaker's trade. With other Bendigo Workshops' first aiders he adjudicates at local boy scout competitions at One Tree Hill reserve. Apart from first aid, Mr. Trengove's chief hobby is fishing. He has had many good catches of red fin in the Murray, Campaspe and Loddon Rivers. Leading Hand R. Holmes is another boilermaker member of Bendigo's team. Except for a short break at Newport

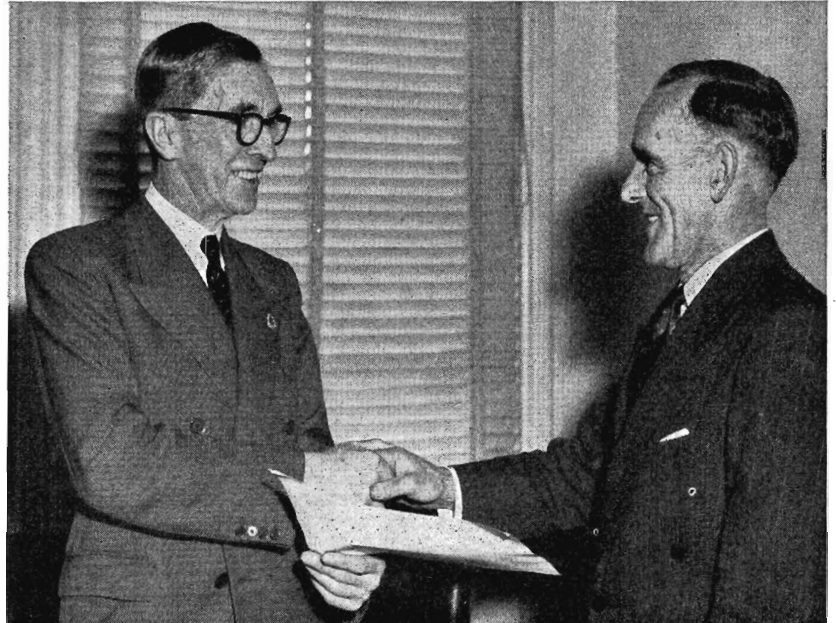
Workshops, he has been at Bendigo since he began his apprenticeship in 1927. He is Chairman of the Field Naturalists' Club, and Chairman of Bendigo North's State School Committee. Boilermaker J. Coughlin served his apprenticeship at Bendigo and has been at the workshops for eight years. He plays football, and was a champion amateur footrunner before turning professional. Another boilermaker in the team is E. Mills.

Railwaymen And The Games

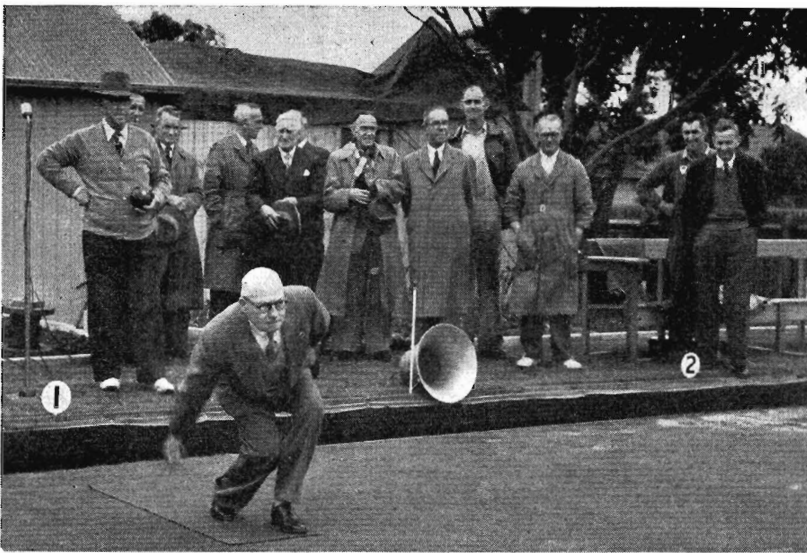
MR. W. T. J. UREN, engineer in the Track and Drainage Division, Way and Works Branch, will manage the Australian team at the Olympic Games in Melbourne this month. He was also manager of the Australian team at the Helsinki 1952 Games.

Thanking the Australian Olympic Federation for the honour of leadership once again conferred on him, Mr. Uren said he expects this year's Australian Olympic team to do even better than the Helsinki contingent, which won more honours than any previous Australian team.

He is an executive member of the Australian Olympic Federation, president of the Victorian Amateur Swimming Association, chairman of the Melbourne Swimming Club, and vice-president of the Victorian Amateur



Mr. W. P. Bowe, Welfare Officer, is one of the few railwaymen to be honoured with a life governorship certificate of the Victorian Civil Ambulance Service. For 12 years he was ambulance officer assistant in the Ambulance Division. Here, the Minister of Health (the Hon. E. P. Cameron M.L.C.), presents the certificate to Mr. Bowe (right).



Mr. K. F. Wood, Spotswood Workshops Manager, bowling the jack to open the Shops' green for the new bowling season.

Water Polo Association.

The Railways will also be represented in the Games organization by Acting Leading Hand George King, of the Works Foreman's staff, North Melbourne, who is a starter for the swimming events. Mr. W. N. Orchard, retired Traffic Branch time-tables officer, is one of the time-keepers for the swimming races. He is also assistant to the Olympic Games Technical Director. Another former railwayman Mr. Arthur Emery, who was a clerk in the Signal and Telegraph Division, Way and Works Branch, is assistant to the Olympic Games Transport Officer, and is also assisting in the preparation of training venues.

Lilydale Social Club

RAILWAYMEN from various branches of the service met at Lilydale station recently to discuss plans for the formation of a social club. Objective is to foster goodwill among members and their families. It is proposed to hold social nights to raise money for a district railwaymen's picnic—perhaps two—and a Christmas party for the children. Establishment of a special fund will enable presentations to be made to a retiring member and others superannuated on account of ill health or being transferred to another district.

Tourist Officers' Tour

LEAVING Melbourne a day after the Ampol Trial competitors, Tourist Bureau Clerks D. R. Debnam and R. S. Crofts made a similar tour through Central Australia during their annual leave. As Mr. Debnam is on the Central Australian booking at the Bureau, and Mr. Crofts relieves on the same work, their 7,000 miles trip gave them valuable knowledge. Their broad itinerary was through Alice Springs

to Darwin, then to Tennant Creek and back through Queensland and New South Wales. They visited most of the tourist spots in the Centre, such as Ayers Rock, Mt. Olga, Palm Valley and Coober Pedy—where they made an unsuccessful search for opals in an old mine. At Julia Creek (Queensland) they were bogged for 24 hours in tenacious mud, and were amused by the local saying: "Stick to the country in the dry weather and it'll stick to you in the wet."

New Home For Gate

WHENEVER Driver J. P. Carroll, of Ararat, opens the front gate of his new home he is reminded of the time he spent in the signal class in the old Murray parlor car at North Melbourne Locomotive Depot. The iron verandah framework and gates were dismantled from the car's platform. Mr. Carroll bought one of the gates for his new home. "Those who have seen it agree that its preservation is well worth while," he says.

The story of the parlor car—now used as a railwaymen's school—appeared in the February issue of *News Letter*.

Thanks

FOR the courteous service given by *The Daylight* hostess to passengers travelling from Albury to Melbourne. "The hostess was most attentive and went out of her way to help an elderly lady, a mother with a sick child and myself."

—Cr. G. E. Dobson, J. P.,
Maidstone

For the speedy transport of a lighting plant from Ballarat to Heywood. Only one day was available for a technician to install the plant and it was essential for it to arrive on time.

—B. T. Lasich, Heywood

For the courteous and thorough manner in which the railways settled a rebate matter to the satisfaction of all parties. "Throughout the years the Railway Department has done a magnificent job."

M. F. Canavan, Manager,
Advocate Press, Melbourne

For the 280 h.p. diesel rail-car and to all those associated with its running to Fyansford.

—T. A. Murray, organizer, Railways Club, Scotch College

For courtesy and attention received from railway staff on a round train trip from Deniliquin to Albury.

W. J. Salter, Deniliquin, N.S.W.

For various acts of courtesy and efficient service received from Wangaratta station staff.

—Mrs. H. R. Bodman, Tara, Markwood, Vic.

For the "wonderful trip" to Brisbane by conductor and choir of Ballarat North Technical School. "It was in no small measure due to the efficient and friendly service of the Ballarat Tourist Bureau."

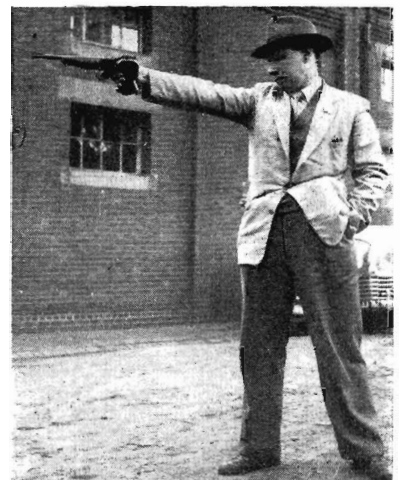
—L. F. Wilson, Head Master, Ballarat North Technical School

Crack Marksman

WITH a borrowed automatic pistol, Assistant Engineer Rod Johnson, of the Plant Engineer's staff, Newport Workshops, won the Victorian rapid fire and open championships. The latter combines rapid and slow firing.

Previously, Mr. Johnson tied with 477 points in the Victorian slow fire championship, but was defeated in the shoot off. In this event he used for the first time his Hammerli match pistol valued at £130. It is termed a "free" pistol and complies with all Olympic requirements. Calibre is .22 long rifle, barrel length 11½ in. and trigger pull is adjustable to a fraction of an ounce.

Newport Workshops staff are taking



Mr. Johnson with his Hammerli pistol.

a keen interest in Mr. Johnson's prowess as a pistol shot and his bid to represent Australia in the slow-fire event at the Olympic Games. He has risen from the lowest rung of the ladder to his present position in the Department. He joined as an apprentice boilermaker in 1943, and was awarded a Departmental scholarship and obtained the Fellowship Diploma in Mechanical Engineering at Royal Melbourne Technical College.

Sale's S.M. Retires

STATIONMASTER J. T. POLKINGHORNE was at Sale for six years. He retired recently after 48 years' service. Highlight of his career was his welcome at Sale to Queen Elizabeth and the Duke of Edinburgh on the Gippsland section of the royal tour. Mr. Polkinghorne was presented with a 400-day clock.



Leading Porter C. McDonnell checks milk cans at Benalla. He has been at this station for 32 years. Four years after his arrival he married a local girl and has raised a family of nine bonny Australians. His hobby is carpentry—mainly making toys for children. He has been point cleaner, relieving signalman and shedman; in fact there are very few jobs, other than clerical, that he has not done around the station.

S.M. Had U.S. Experience

STATIONMASTER V. G. COTTRILL, of Sandringham, who retired recently after 49 years' service, began his railway career as a lad porter at Prahran. He was there four years before being transferred to Mildura, in which district he relieved at a number of stations. From assistant stationmaster at Sydenham he became relieving A.S.M. in the Maryborough district. Subsequently, he was appointed stationmaster and was located at Ben Nevis, Digger's Rest, Hampton and Seddon, before leaving for America in 1928. He worked with the Southern Pacific and Pennsylvania railroads before resuming

duty with the Department.

For 11 years Mr. Cottrill was R.S.M. at many country stations, and after being a traffic inspector in the suburban area, was transferred to Sandringham as stationmaster in 1949.

Mr. Cottrill's father, who was also a stationmaster, had 41 years' service when he retired at Moonee Ponds in 1911.

Sandringham station staff appreciated the gracious act of their popular stationmaster when he entertained them at a buffet tea before his retirement. Mr. and Mrs. Cottrill are planning a world tour early next year.

Frank Myers Recalls

WITH the stress of his job behind him, Mr. Frank Myers, former Commissioners' Driver, in retirement, looked back on the lighter side of loco running with the stories of old time drivers . . .

. The Dog That Came Home

TO rid himself of his unwanted dog, took the animal to Bendigo, pushed it on to the platform as the engine began to move out on the return journey. But he didn't see the guard reach out, grab the dog and, later, as the train slowed down at North Melbourne, near the driver's home, push the "pooch" out of the van. The train duly docked. The driver was amazed, on approaching his home an hour later, to see his dog, its stubby tail wagging, at the gate to greet him. "You've beaten my train back" he exclaimed. "Come in, you've got a home for life."

. Poetical Excuses

IN answering correspondence, would reply in rhyme. One reason for being late was:

*"The wind was high,
The steam was low,
The load was heavy,
She would not tow,
The coal was slack,
And mostly slate;
That's the reason,
. was late."*

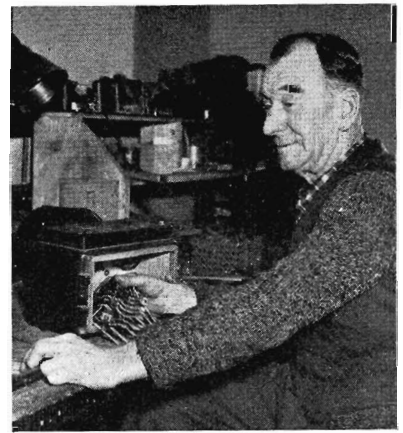
. Faint Hearted Fireman

DRIVER on the Lubeck-Stawell run, approaching the Glenorchy bridge at 60 m.p.h. during flood time, started rolling up his trousers. His timid fireman, asking why, was told: "Don't you know? Glenorchy bridge's is washed away!"

. Calf's Narrow Escape

DRIVER of a down Heidelberg train wrote:

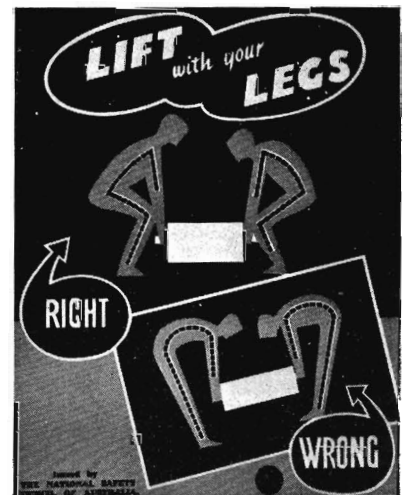
"I have to report running over a calf at Alphington and killing it. There was no damage to the engine, only a broken cow catcher. There was no delay to traffic, only 15 minutes. I can also state that this was one of the many narrow escapes this calf has had."



Electrical Fitter's Assistant F. Oliver, who retired recently after 43 years' service, had a varied railway career. He was porter, assistant guard and shunter before becoming a boiler cleaner at Newport Power House. With recurrent attacks of asthma, he changed to an electrical fitter's assistant in the Testing Division of the Electrical Engineering Branch.

Warragul Identity

WHEN Driver M. J. Duffy first went to Warragul there was only one coal train a day; now there are nine. He began his railway life as a cleaner at Benalla and fired trains in many parts of the State before getting his locomotive driver's ticket in 1920. He qualified to drive all types of locomotives: narrow-gauge steam engines to high powered main-line diesel-electrics and L class electric locomotives. He was one of Warragul's best known drivers as he spent 36 of his 45 years' service at this important railway centre. He was given a warm farewell by station staff and locomotive men when on the day of his retirement he brought his last coal train from Yallourn into Warragul.



There's a right and a wrong way in lifting heavy weights. This poster, on display at workshops and depots, shows that if the legs are used properly injury from strain can be avoided.

SPORTS

Country Golf Week

RECORD number of golfers competed in the annual V.R.I. country golf week at Rossdale course, near Aspendale. Eight teams—Ballarat, Bendigo, Benalla, Dimboola, Korumburra, Maryborough, Seymour and Shepparton—contested the teams championship, which was won by Bendigo, with Benalla runners-up. The open singles championship over 27 holes attracted a big field of 89 players. Brian Mack (Melbourne) and Jack Roche (Numurkah) each returned a score of 129 off the stick, and a further five holes were ordered by the committee in an effort to decide the winner. But, the finalists were so well matched that they were still level pegging, and another two holes were played before the Melbourne player broke down his opponent's resistance and won the championship by one stroke. The championship developed into a grim contest between youth and age. Brian Mack is 24, and Jack Roche—one of the veterans of railway golf—has never missed an interstate golf trip since 1923.

Results of other events were—18 holes stroke h'cap: I. Dawkins (Benalla), 83-12-71. 9 holes Stableford: H. Quanchy (Murchison East), 18 pts. 18 holes Stableford: H. Harrison (Bendigo), 37 pts. 9 holes bogey: D. Causon (Wangaratta), 1 down. 18 holes bogey: N. Roberts (Nyora), square. Country open singles (27 holes) and Country railway singles (27 holes): J. Roche (Numurkah), 129. Minor singles championship (h'caps 11 and over): N. Roberts (Nyora), 132. 27 holes h'cap: R. Poulter (Bendigo), 141-33-108. Veterans 18 holes h'cap: J. Butler (Korumburra), 99-22-77. Aggregate trophy for week: N. Jacka (Bendigo), 14 pts.

Country golfers were welcomed at the official luncheon on the opening day by Mr. N. Quail, Acting Deputy Chairman, and Mr. R. C. Burgess, Chief Commercial Manager, who has retired as General President of the V.R.I. Trophies were presented by Mr. G. Rogers, Deputy Commissioner.

Dimboola Golf Tournament

MORE than 50 golfers from Melbourne, Ararat, Great Western, Stawell, Murtoa, Jung, Horsham, Gerang, Jeparit, Serviceton, and Dimboola competed in the Dimboola V.R.I. Golf Club's tournament on the local links. The Wimmera Championship was won by Mr. C. Rickard, of Stawell, with a gross score of 78. The A grade handicap went to Mr. G. Tolliday, B grade event to Mr. N. Klemm, of Gerang, and the secret nine holes contest was won by Mr. E. Mills, of Ararat. Mr. J. Aulaub, of Murtoa, was nearest to the pin with his drive from the 11th tee, which won for him a trophy, and



Bendigo golfer, J. de Araujo, N. Fowse, J. Burton, L. Barlow and E. Harrison had broad smiles after winning the teams' championship at country golf week at Rossdale course, near Aspendale.

the teams' event was won by Messrs Klemm, Mills and Tolliday. Mrs Tolliday won the championship for associates. Other trophy winners were Mrs V. King, of Dimboola, Mrs S. Ely, of Jeparit, and Mrs C. Richards, of Stawell. The teams' event went to Messdames Brown, Richards and Tolliday.

Table Tennis Carnival

THE inter-system table tennis tournament for the Commissioners' Shield and replica and the Glick Shield was won by New South Wales; Queensland, South Australia and Victoria filling the minor places in that order. Table tennis as a V.R.I. sport has languished during the past two or three years, but it is now gaining ground and the experience obtained by the Victorians in the carnival against the stronger States is likely to give an impetus to the game in the future. Singles representative W. Sheehan did well by qualifying for the semi-finals. He was the captain of the Victorian team.

In recognition of 20 years' continuous service in the promotion of table tennis, Mr. J. Evans was among those who were made life members of the Australian Railways Institute Table Tennis Union.

It was decided to hold the next table tennis carnival in Brisbane in 1958.

Versatile Sportsman

TENNIS, cricket and basketball are among the sport activities of Clerk Des Coghlan, of the Electric Running Depot, Jolimont. A railwayman since 1949, he played non-competitive tennis for seven years, but having joined the Mordialloc club he is looking forward to becoming a trophy winner. He

played two seasons with Merrigum in the district cricket competition, and this year he will play with Chelsea in the Peninsula League. Mr. Coghlan has had one season of basketball with Chelsea Youth Club.

Sport-Minded Clerk

CLERK Neil Hubbard, of the Electric Running Depot, who has been in the railways for five years, has always taken a keen interest in sport. For three years he played with Macleod cricket club and was vice-captain for one season. He also played with Rossanna for one year. With the R.A.A.F. at Wagga in 1948, he was in the air force football team in the Albury and Border District competition and was at centre half back in the 1950 premiership team. For five years he played in defence for Macleod in the Diamond Valley competition; last season he was with Warrandyte.

THINGS THEY SAY

When you see yourself as others see you, you are probably looking at a passport photo.

* * *

Not all women misunderstand their husbands. Some don't know them that well.

* * *

One sure way to lose ground is by slinging mud.

* * *

Jumping to conclusions doesn't always make for happy landings.

THE MONTH'S REVIEW

Rail Preference

THERE'S no driving strain when you travel by train." Delegates to the 29th annual conference of the Australian Automobile Association in Melbourne, representative of Australia's automobile clubs, realised that there was something in this slogan when they travelled by special train recently to inspect the State Electricity Commission's brown coal and briquette works at Yallourn, and the Lurgi plant of the Gas and Fuel Corporation at Morwell. The train was hauled from Flinders Street by an L class electric locomotive and attached to it were the *Norman* car and the *Avoca* dining car. A Royal Automobile Club of Victoria official said motor cars were parked for the day so that delegates could fraternise on the train journey and get to know each other better.

New Suburban Station

A new station—known as *General Motors*—has been brought into the suburban railway network. It is adjacent to the Dandenong works of the well-known manufacturers of the Holden car. The platform serves employees of the firm who are able to travel by suburban electric trains direct to the works. A goods siding also serves G.M.H.

Standard Gauge And Defence

PREDICTION by the Federal Government Members' Rail Gauge Committee that a standard rail gauge from Queensland to Western Australia is a step nearer, is of tremendous interest to Australian railways. The committee emphasized that the Suez Canal dispute would make a quick turn-round of ships in Australia essential if canal communications were interrupted; another occurrence that underlined the need for standard rail gauge action was the collapse of sections of Hume Highway.

It was disclosed by the committee that, following a survey of Australia's railways, it was considered a practicable proposition to put all systems on a standard gauge.

Rail Is Supreme

IMPORTANCE of railways in times of national emergency and war was strongly emphasized recently by General A. Van Fleet, of U.S.A. He said: "Experience in two world wars and in Korea convince me of the soundness of our military doctrine that railroads occupy the primary and basic consideration in any logistical plan. Other means of transport, important as they are in specialized situations, are supplementary or auxiliary".

He points out that one important difference between railroads and other

types of carriers is that only railroads maintain and repair all their own facilities, and therefore have this experience and know-how. Other types of transport rely upon public agencies to repair and restore the facilities used, except the vehicles themselves. Peacetime training and experience in getting rail lines back into service after various types of mishaps enabled railway troops to achieve near-miracles of fast rehabilitation and recovery in various war theatres.

Admired New Look

SIR JOHN ELLIOT, Chairman, London Transport, who endorsed the Commissioners' £80 million rehabilitation plan—*Operation Phoenix*—when he reported on the Victorian Railways in 1949, says in a letter to the Chairman that he read with "great interest and admiration" the five year review of *Phoenix* in *New Look*. "It is generous of you to mention my name in the introduction, and I am proud to be connected with it," adds Sir John.

Reflectorised Signs

CROSS-ARM and triangle signs at railway crossings are to be reflectorised. It is being done in accordance with the amended road signs code drawn up by the Standards Association of Australia. It is expected that it will take three years to replace the existing signs at more than 3,000 crossings.

Live-Stock Activity

PREVALENCE of disease among sheep in various parts of Victoria has forced farmers and graziers in recent months to buy sheep for restocking from "cleaner" N.S.W. districts.

Heavy demand for trucks to take sheep to Victorian properties followed sales at Balranald, Wakool and Yelta. There has also been a big movement of cattle from Tocumwal to the Wednesday sales at Newmarket. In three weeks, about 300 truck-loads (more than 3,000 head of cattle) arrived in Melbourne.

Refrigerated Trucks Overhaul

ADVANTAGE has been taken of the winter months to overhaul and recondition the Department's fleet of refrigerated T class trucks.

Until after Easter, the T's will be in continuous service carrying perishable commodities.

Four hundred and sixty-five of these trucks, including 50 of the modern type recently built at Newport Workshops, operate for this important traffic.

Iced refrigeration, insulation and drainage are checked, and bodies and mechanical equipment inspected during

the winter lay off. Where necessary, underframes are strengthened and bodies repaired.

Ice tank drains have been improved by substituting a channel for an external pipe. This prevents ice forming and causing drainage blockage.

Bendigo Workshops attend to the underframe work, and Newport is responsible for heavy body repairs. The bulk of the seasonal overhauls, however, is carried out at North Melbourne Workshops. Checked and re-conditioned trucks are stored and are in first class order when the time arrives for them to go into traffic again.

Circus Train

WIRTH'S Circus, which like the Navy has a habit of being in Melbourne for the Cup, was recently transported—performers, attendants and animals—from Albury to Spencer Street station in a special train hauled by a diesel-electric locomotive. The train of 27 vehicles had a gross weight of about 600 tons. The elephants were accommodated in M trucks, the roofs of which are 8 ft. 3 in. high to give them ample head or trunk room. When not attached to circus trains, these trucks are used for cattle transport. Four high-sided cattle trucks were also used to convey circus horses, while caged animals were provided with special trucks to facilitate unloading. When the circus on wheels arrived at Spencer Street on a Sunday afternoon there was the usual crowd of parents and children waiting to see the animals being led from the modern "Noah's Ark".

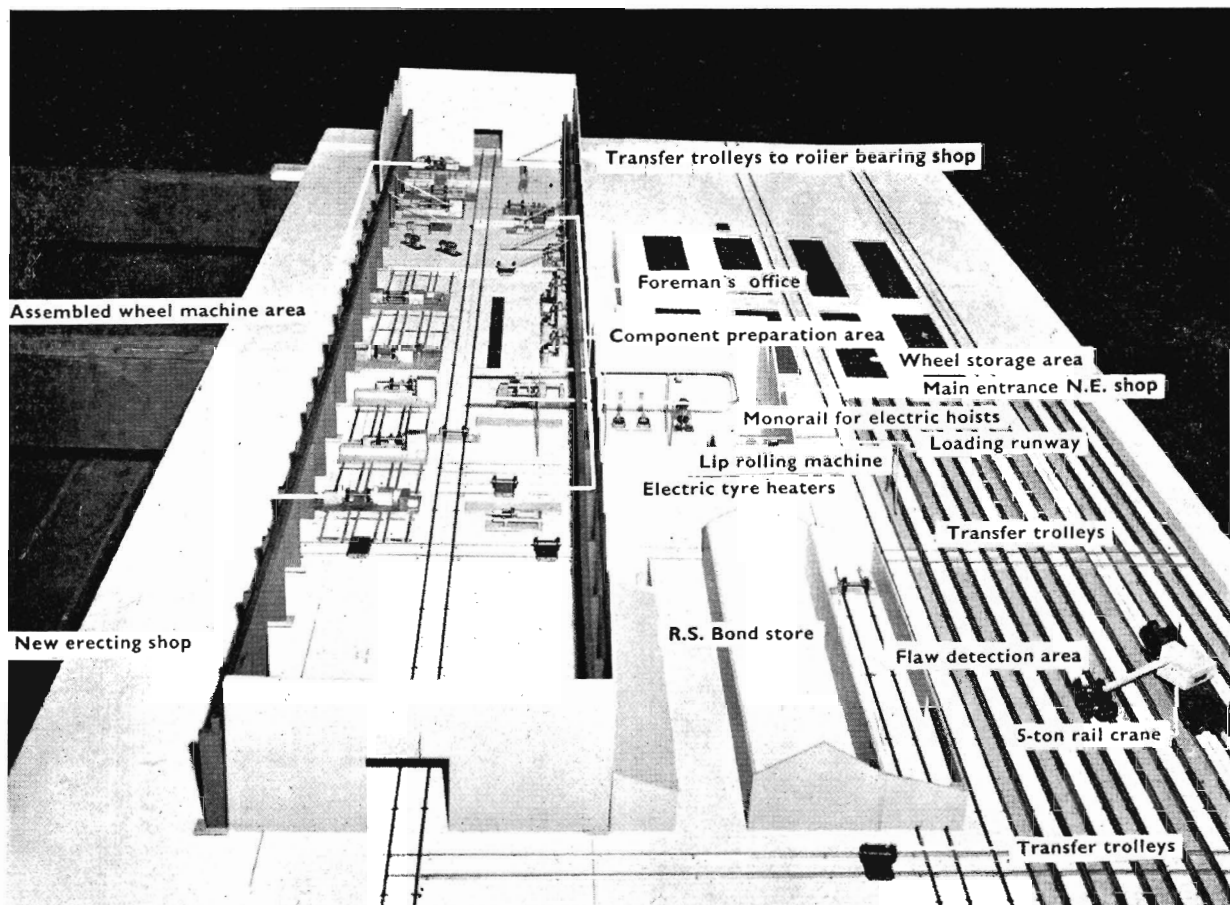
The Beetle's Fate

OLD rail motors, like old soldiers, never die. For instance, rail motor No. 9—better known to travellers on the Fawcner—Somerton line as *The Beetle*—when finally taken off its run was placed on the rolling stock scrapped list.

Put up for sale, it was bought by a Campbellfield dealer. He retained the Gardner diesel engine to power an excavation machine and sold the body to a road contractor. It has been mounted on a trailer and will be used by his staff as a workman's cabin and tool shed. Thus *The Beetle* will remain in the district in which it gave many years of dependable service.

Forgetful Sportsmen

IN view of the high cost of sporting equipment, it is hard to understand why sportsmen leave so much gear behind in trains. The list of items at a recent Railways' auction of lost and unclaimed property included .22 rifles, fishing rods, tennis racquets, shuttlecock bats, ice boots and skates, a hockey stick and a fencing foil.



Tentative lay-out

MODEL AIDS PLANNING OF NEW WHEEL SHOP

BASIC planning by the Plant Engineer and his staff of a proposed Wheel Shop includes a model—constructed to hobby trains “O” gauge. It will enable a close study to be made of the various movements, and result in an almost perfect lay-out.

WITH a big reduction in steam locomotive repairs, car and wagon wheel manufacture and repairs can be regrouped and streamlined at Newport Workshops.

The model, made by Newport patternmakers, is about 17ft. long and 6ft. wide. It covers all operations, from the cleaning and stripping of wheels to testing and storage. All features have been made true to scaled measurement in their three dimensions for ease of recognition and so that basic operations can be demonstrated.

Machines had been installed previously where room existed—either in the Machine Shop, Machine Shop Extension, old Motion Shop, or annexes.

Modern developments, such as supersonic testing, journal grinding and machining of axle waists aggravated accommodation problems, and available space determined the location of equipment.

Heavy wheel replacement programmes highlighted the shortcomings of the existing system with its counter-directional and time-absorbing handling of components—both with mobile rail cranes and on main rail tracks in the Machine Shop area—resulting in congestion and delays.

The planners have given much thought to the modern through-flow principle for successive operations, and lifting appliances have been selected and placed in positions to minimize handling.

The model will be exhibit “A” for discussion groups, and as it enables actual movements to be carried out, practical workmen, who may not be familiar with blueprints, will be able to impart their ideas and offer criticism for consideration by engineers.

After exhaustive inquiry, the final lay-out will be determined by the Chief Mechanical Engineer. The result should be greater productivity and substantially reduced handling costs.

FLOODS



Dragline train, with quarters for bridge gangs and crew, at Niemur.

RAILWAY prestige in Moulamein and Wakool, since the flooding of the Barnes-Balranald line has never been higher. Seventy miles of track were affected. Bridges and culverts were scoured out, and others were saved only by extensive sandbagging—23,000 sandbags in all.

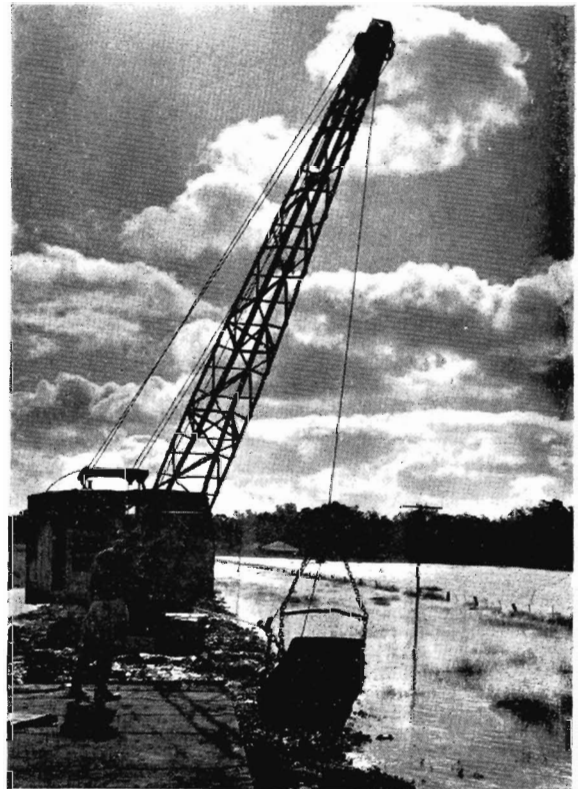
AT Moulamein the river was six feet above the previous record level, and 18 inches of water covered miles of country where it had never been seen before.

The story behind the restoration of the flooded track is one of railwaymen's devotion to duty and willingness to work round the clock to get trains running.

In the battle against the rising flood waters were 77 railwaymen and 46 volunteers from Moulamein and Wakool. They worked in water, sometimes up to their waists, and at the height of the flood were on the job up to 18 hours with hardly a break. For two months Wakool and Moulamein were cut off from all transport, but rail.

In the Niemur River area, a two-mile long bank, built to save the track from being completely washed out, held back the water 10 inches above rail level. Greatest damage was done between Moulamein and Perekerten, while at Yangalake two miles of track were covered with water 16½ inches above rail, the flood level remaining stationary for three weeks. One of the biggest consignments handled during this time—over 700 bales of wool—got through in time for the sales.

The "Perekerten Express," of track motors and trollies, took parcels and mail from Moulamein to Perekerten. During the break in service between Wakool and Moulamein, a "Niemur Limited" also ran with parcels, bearing such addresses as "second crossing in the plains paddock." At flood peak, the "Perekerten Express" was pushed by the crew along the rails with water up to the tray of the track motor.



A dragline was mounted on a truck in the Niemur area to build levee banks.



In the Yangalake area, eight miles from Balranald, two miles of countryside were flooded, and water was 16½ inches above rails.



Track and bridge gangs starting the day's work in the Niemur area. Water was 10 inches above the rails.

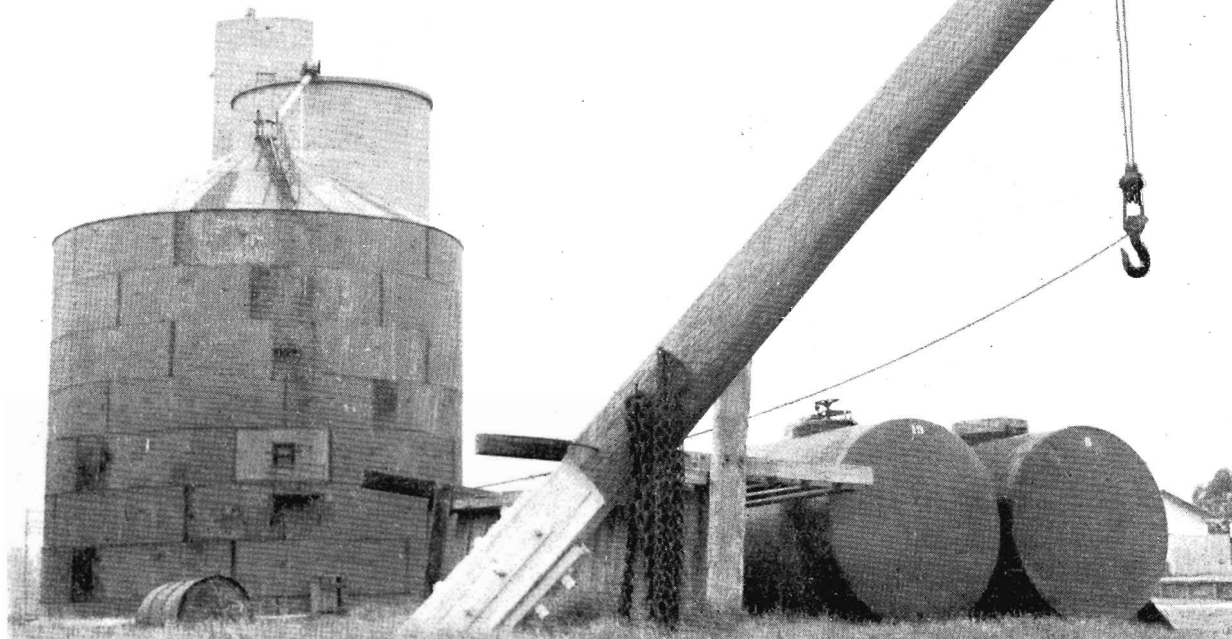


Skilled Labourers J. Morgan and O. Wild trolleying sleepers at Dhuragoon.



Ballast train moving into position at Dhuragoon.

NORTH—EAST SNAPSHOTS



Bulk rail freighting of two important agricultural commodities—wheat and wine—goes out from Rutherglen. In the foreground are bulk wine tanks, four of which fit in a railway truck. They each hold 800 gallons. The traffic averages five truckloads weekly—tanks, hogsheads and small lots. In the background is a new wheat annex holding about 66,000 bushels, to make a total silo capacity of 132,000 bushels.

NORTH-EASTERN line is a main railway artery through which flows vital trade and commerce within and beyond the borders of Victoria.

FAST goods trains to and from Melbourne convey special contract loadings and ordinary freight. The great range of commodities moved by rail include tropical fruits from Queensland and northern New South Wales, iron and steel from Newcastle and Port Kembla, pears and peaches from Victorian canneries, flour from Wangaratta, Mooroopna, Tatura and Wahgunyah, condensed and powdered milk from Merrigum, Tongala and Numurkah, wine from Rutherglen, wool and butter In fact, everything, from the food we eat, the clothes we wear, to materials for our homes, is carried over the steel rails that link Melbourne with the northern capital cities.

Crack trains of the V.R. system also speed over the north-east line—*The Daylight, Spirit of Progress, Albury Express* and important country trains connecting the metropolis with the provincial centres of the State. Radiating from the main line are the branches to Heathcote, Mansfield and Alexandra, the Goulburn Valley, Yarrawonga, Wahgunyah and Cudgewa.

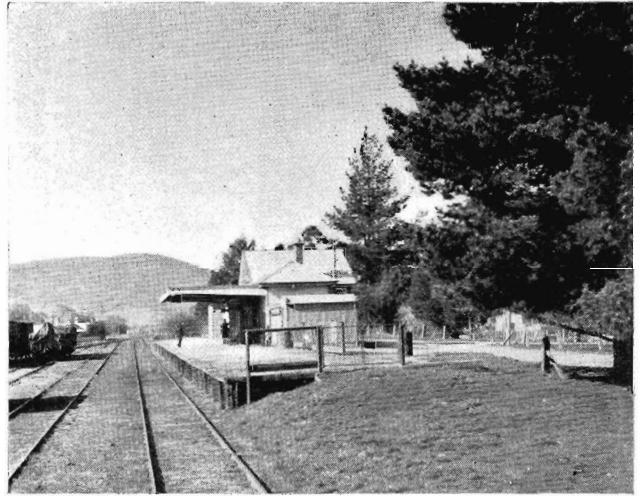
Here are some snapshots of railway scenes in the north-eastern district.



Mighty gum outside Myrtleford station is a landmark. It is nearly 30 ft. around the butt, and local gossip is that it was a big tree 100 years ago. In the early days of the district the area was a favourite camping ground for aborigines.

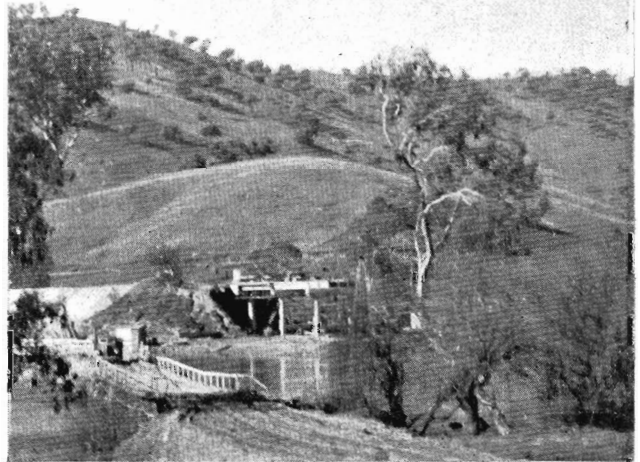


Above New Tallangatta station and stock-yards (left) under construction at Bolga—site of the new Tallangatta township after the old town is submerged by the increased Hume Dam capacity.



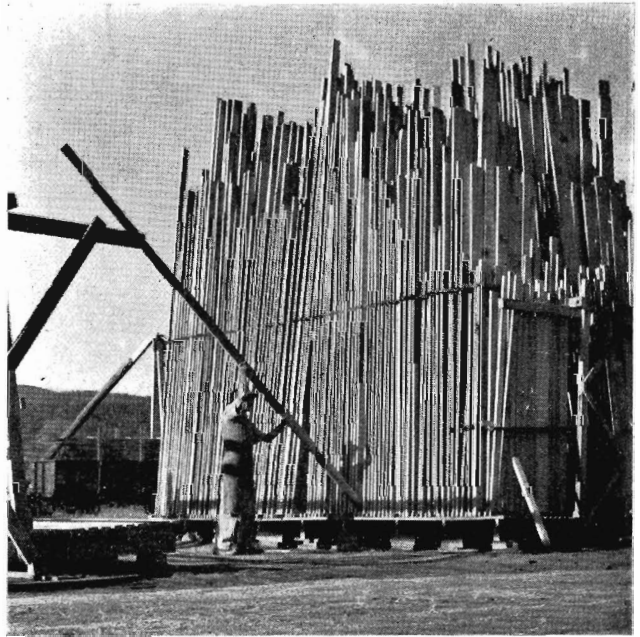
Water will cover the Tallangatta station (top right) when the Hume Dam storage capacity is increased to 2½ million acre ft. A deviation line will pass along the side of hills to the right.

Right: New combined road and rail embankment under construction at the Mitta Mitta River. There will be separate bridges each 750 ft. long. The new rail bridge will be of steel girder construction with concrete piers.

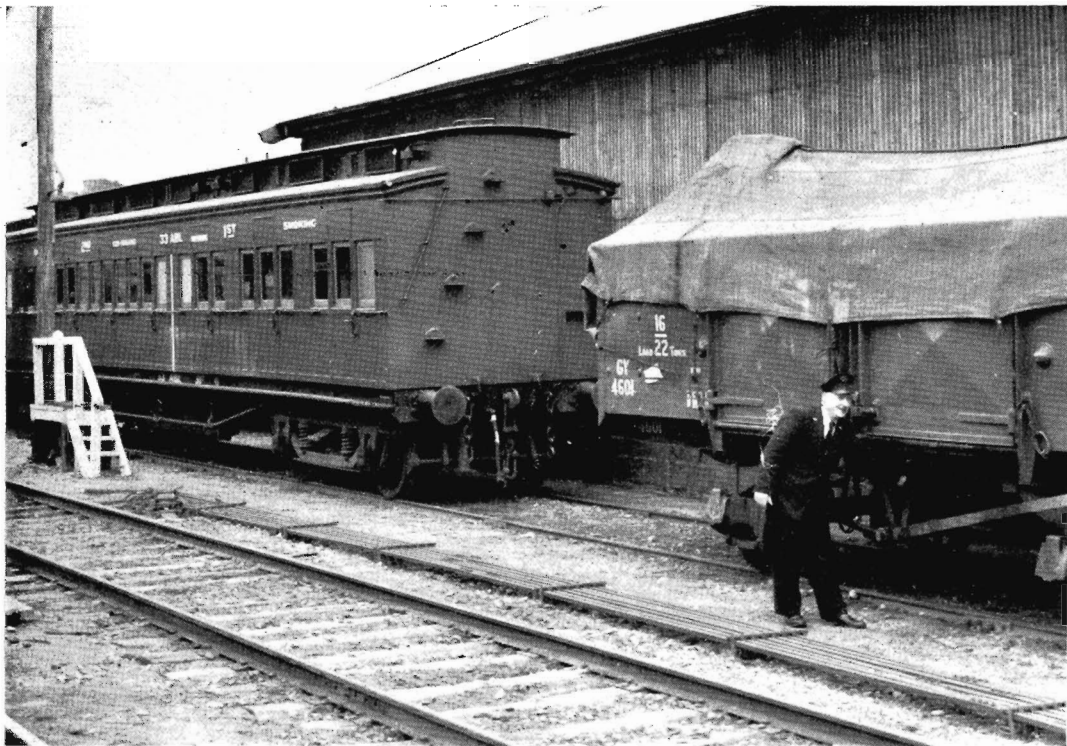


Below: Picturesque Shelley (2,562 ft. above sea level) is Victoria's highest railway station.

New-style timber drying racks at a timber yard alongside Cudgewa station. The mountain ash comes from a sawmill, 30 miles away in the Corryong district. It is hoped that the rack system—an improvement on flat stacking—will cut seasoning time to a quarter. It also facilitates unloading and stacking.



AROUND THE SYSTEM



MIXED TRAINS : One of the few left on the system since the introduction of diesel rail-cars on branch lines is made up at Springhurst for Wahgunyah. Acting Guard M. Pupko, of Wahgunyah, is releasing the brake of a goods truck.

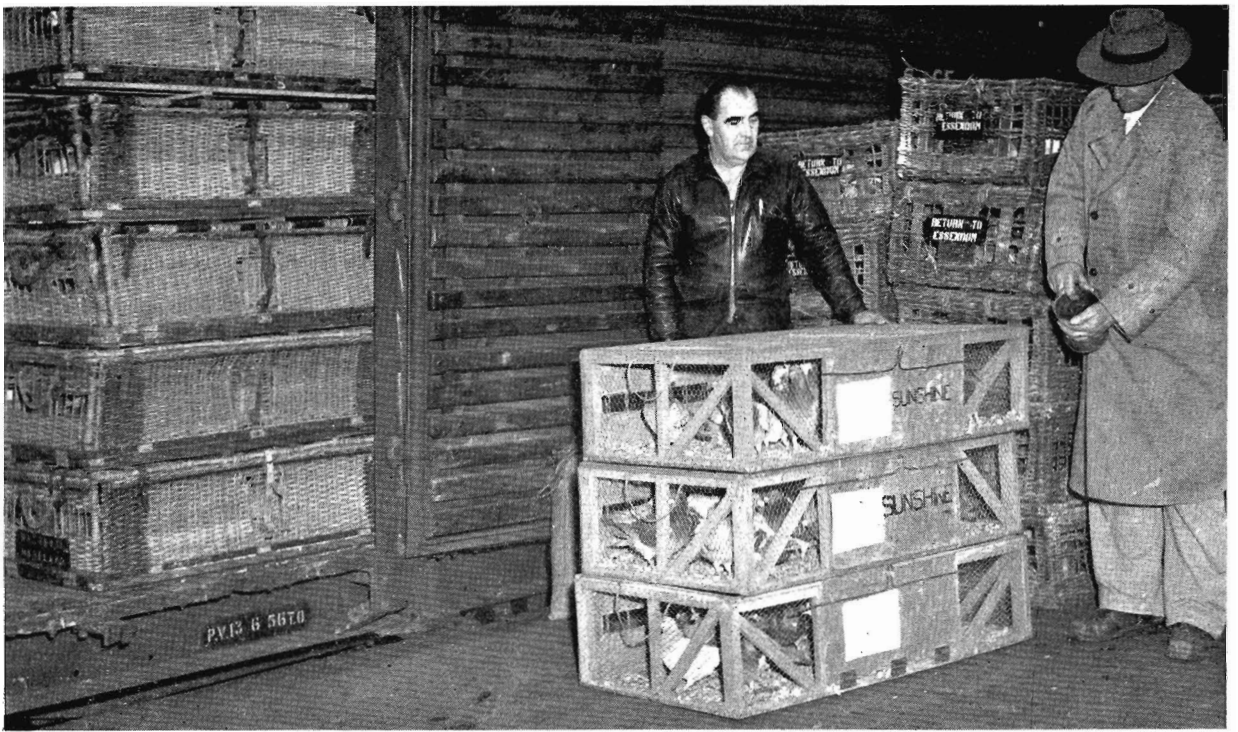


BALLA
who has
Lower
on head
FOOTE
Adelaide



G : Steady progress is being made with the Department's plans to improve suburban train services, especially for long distance passengers at their homes in the outer areas. This financial year it is planned to complete installation of train crossing facilities between Bayswater and Ferntree Gully. This is portion of the larger job of duplication between Ringwood and Upper Ferntree Gully. Ballast is here seen being discharged in a section of track between Lower Ferntree Gully and Boronia. The train is equipped to release ballast at both sides of track and between rails.

RS ON TOUR : (left) These happy Carlton League footballers and officials were obviously looking forward to their trip in *The Overland* to Sydney lined up on the Spencer Street station. Other League teams to travel by train on interstate trips were the premiers, Melbourne, and South Melbourne.



Mr. Weatherill feeding racing pigeons before their dispatch by rail from Spencer Street.

WINGING HOME

BY rail to starting point—home on the wing. That's the story of pigeon racing in Victoria.

THE season begins in March, when seven races are held for young birds. Fourteen for older birds—over distances ranging from 100 to 530 miles—start in the first week in August and end early in November.

Convoyer H. F. Weatherill and assistant, P. Singleton, load the crates of pigeons, which come mainly from northern suburbs, into a van at Spencer Street station. They are fed and watered before departure and en-route to destinations. The racing pigeons are dispatched to such stations as Buangor, Stawell, Serviceton and, in South Australia, to Murray Bridge. Races are held under the auspices of the Victorian Pigeon Racing Union, the nine clubs of which have 120 members.

Before the crates are railed, the convoyers make sure that each has the stamped lead seal intact. When the pigeons reach their destination, the crates are stacked in heaps of five, the seals broken and the birds released for the race home.

Each bird has a rubber ring attached to a leg. When the pigeon arrives home, its owner calls or whistles it into the loft, removes the rubber ring and places it in a small container like a thimble. It then goes into a special pigeon clock, and the turning of a handle stamps the time of arrival on a piece of paper. The clocks are then taken to the local pigeon racing club, where times are checked and the winner of the race declared.

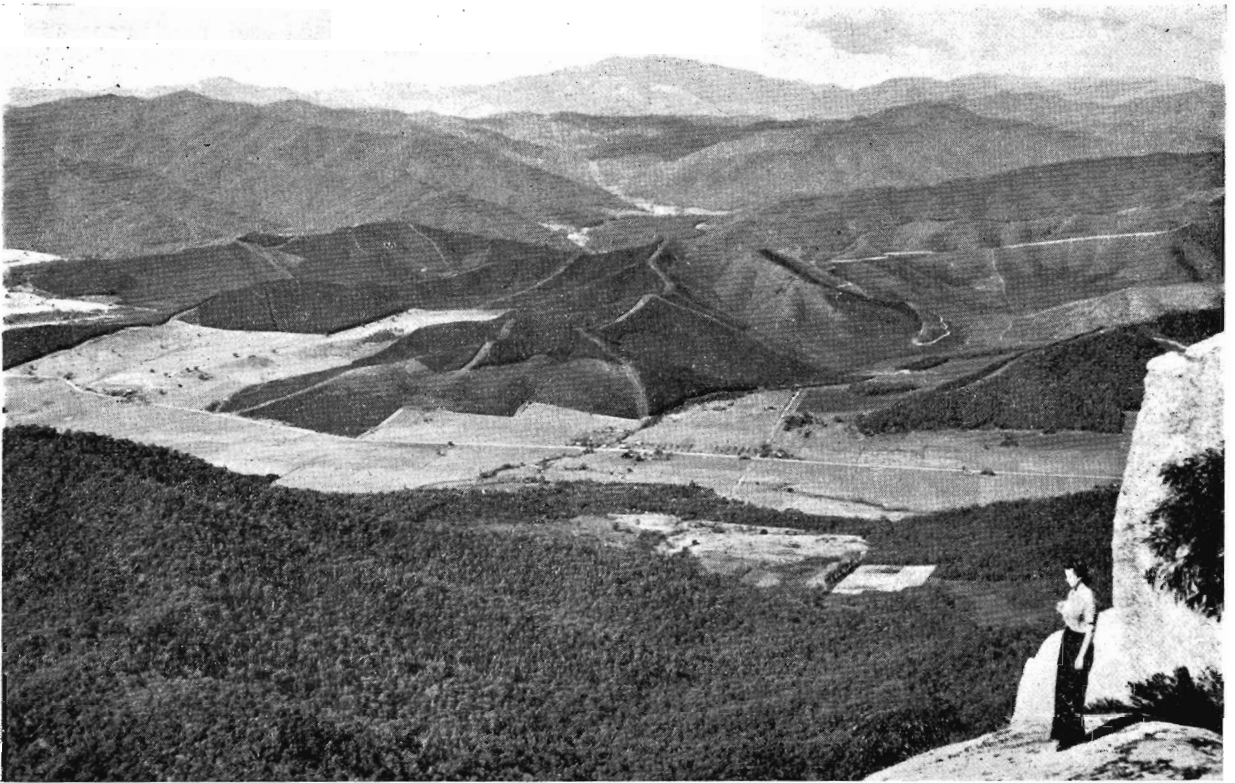
Mr. Weatherill says that 90 per cent of the racing pigeons get home. A few, however, fall victims to their traditional foes, the hawk and the indiscriminately-fired gun. Bred from

English stock, the racing pigeon has both courage and stamina. Some time ago a bird had both legs shattered by gunshot. It battled against a strong head wind and arrived over its loft. It kept circling around until loss of blood and weariness caused it to collapse on the roof. The bird died in its owner's hands. On another occasion, a racing pigeon was attacked by a hawk and had its neck and crop badly gashed. It got home, and its owner was not aware of the bird's serious injury until he attempted to feed it and realized that it could not swallow peas. Stitches were inserted in the gaping wound, and the bird was ready to resume racing in three days' time! Such is the tough breed of the racing pigeon.

During the last war, 5,000 homing pigeons were bred for carrier work in the Pacific Islands. They flew through fierce tropical storms, some were shot at and wounded, but invariably they got through with their important messages.

LIVE - STOCK IMPROVEMENTS

MORNINGTON Peninsula graziers and stock agents have been given an improved live-stock service. Another stock loading day at Moorooduc or Mornington on Mondays for Tuesday's sheep and lamb sales held at Newmarket is supplementary to the regular Wednesday arrangement. A Departmental suggestion that stock from Bairnsdale district be consigned to Moorooduc or Mornington, instead of being off-loaded at Dandenong and Narre Warren stations and sent by road to destinations, has been favourably received by graziers and agents and is likely to be acted upon. Apart from a better run by fast through train to Newmarket, the stock can be rested in railway yards, fed and watered and re-loaded to connect with either Mornington or Stony Point trains. It is gratifying to learn that graziers and stock agents on the Mornington Peninsula consider the cost aspect alone makes rail preferable to road for the transport of live-stock and appreciate efforts to improve still further rail live-stock services.



The views from the plateau are unsurpassed in Australia.

MT. BUFFALO

ALL — THE — YEAR — ROUND

FAME of Mt. Buffalo National Park—and its guest house, The Chalet—as a winter resort, is widespread. Increasing numbers of holidaymakers are also realizing that it offers the best of holidays at any time of year.

This can be understood when it is recalled that the height of the plateau, about 4,500 feet, tempers summer heat to a surprising degree. When Melbourne swelters at over-the-century, The Chalet's thermometer rarely rises above 75°. Generally, the mountain is at least 20° cooler than the lower country. Its ideal summer, sunny but cool and with a complete absence of heat waves, justifies the claim that Mt. Buffalo is Australia's best summer resort.

Spring is noted for the brilliant displays of wildflowers, of which the mountain has a considerable variety—on the higher parts alone, over 300 species grow. Some are rare and have been found only in one or two other parts of Victoria. An added attraction during this season is the special off-peak tariff.

Mellow sunshine and keen air, common to both spring and autumn, make

walking and riding over the plateau particularly delightful. As well as the unexcelled panoramic views over valleys and ranges that are characteristic of Mt. Buffalo, there is a great deal of interest in the remarkable rocks scattered over it. The whole mountain is a huge mass of granite and, through the ages, frost, heat and other natural forces have split it into rocks of all sizes and shapes—some of them extraordinary. The largest rock is the Leviathan, 108 feet long and estimated to weigh many thousands of tons. Others, such as the Monolith and the Egg Rock, are precariously perched on a small base; another group have a quaint resemblance to men, animals and even a piano.

Days can be spent exploring the wonders of the plateau, taking a motor trip, boating on Lake Catani or just having a good rest in The Chalet's comfortable lounges or the spacious verandah. At night there is an enjoyable social life with dancing, talkies, billiards, table tennis and so on. Together with the high standard of accommodation provided at The Chalet, all combine to make

a stay at Mt. Buffalo a memorable experience.

The Chalet, as most railwaymen know, is run by the Department and bookings are made through the Victorian Government Tourist Bureau.



The Piano Rock

OVERHEAD INSPECTION



A long handled mirror is pushed up close to the overhead.

OVERHEAD contact wire on the suburban electrified system and the Gippsland line is inspected at half-yearly intervals to check lubrication and detect wear.

PARCELS coach 3CM is used. A turret, with hinged windows, gives Electrical Engineering Branch staff a clear view of the contact wire. A long handled mirror pushed up close to the overhead reflects light to the underside of the wire, giving ample illumination even on a dull day.

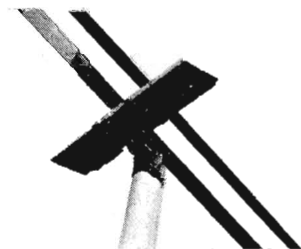
To avoid wear, the pantograph pans have wells of graphited wax compound between the copper wearing strips, and in time this mixture forms a protective lubricating film on the contact wire.

Because of the higher current collected by Gippsland line electric locomotives, the pantograph strip and wire are more prone to excess wear in frosty weather than with suburban motor coaches. This wear results from sparking that takes place through the layer of ice on the wire.

An investigation is being made to find means of minimizing this trouble.

During the inspection the stagger of the contact wire is also checked. The staggering spreads wear over the length of the pantograph pan.

Footnote: It was noticed during the last inspection of the Gippsland line that mudlarks had built their nests on tension springs and other parts of the overhead, immediately above the contact wire. As the coach approached, the birds flew away, but returned to their homes before the wires had ceased to vibrate.

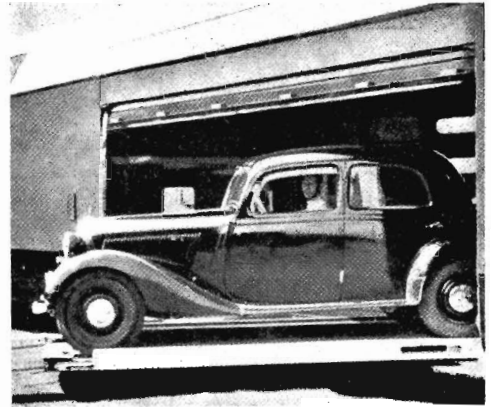
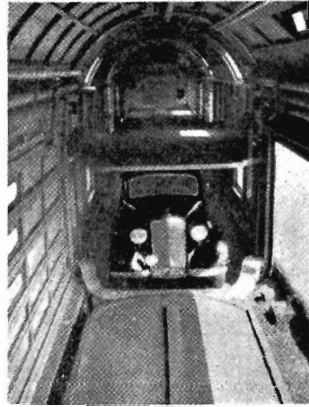


Wear is detected on the underside of the wire.

LINES FROM OTHER LINES

Cars By Train

FACILITIES for motorists to take their vehicles by train over long sections of tourist routes, already in effect in Britain, are now being offered in Europe by the Belgian National Railways, Swiss Federal Railways and German Federal Railway. Special waggons, capable of travelling on fast trains, have been built by the Belgian and German railways for this traffic. The German version is a luggage van equipped with swivel-mounted loading ramps for loading from the side. Inside are two decks and an elevator mechanism to hoist cars to the upper deck. Eight cars of average size can be carried. The Belgian vans are loaded from the end. Only six-seater or smaller cars are carried. If space is not fully booked, motorcycles may be taken. Caravans are conveyed if they come within the size restrictions.



(Left) Interior of German Federal Railway van showing loading platform and hoist mechanism for lifting cars to upper deck. (Right) Motor car being driven out of van across loading platform and down ramps.

Longest Viaduct

REMAINING section of the longest railway trestle viaduct in the world is now being replaced by a rock-fill causeway. This 12-mile viaduct of the Southern Pacific main line, across the centre of the Great Salt Lake, is at present subject to severe speed restrictions and its replacement will speed up important traffic across the lake. Other reasons for the changeover—which will cost about £17½ million—are the vulnerability of this link in the U.S. national defence system to fire, accident and sabotage, and not the present condition of the trestle timbers. The salt waters of the lake are responsible for a remarkable preservation of the timbers which, in effect, have been pickled. Originally, the viaduct was 23 miles long, but portion was subsequently replaced by rock-fill.

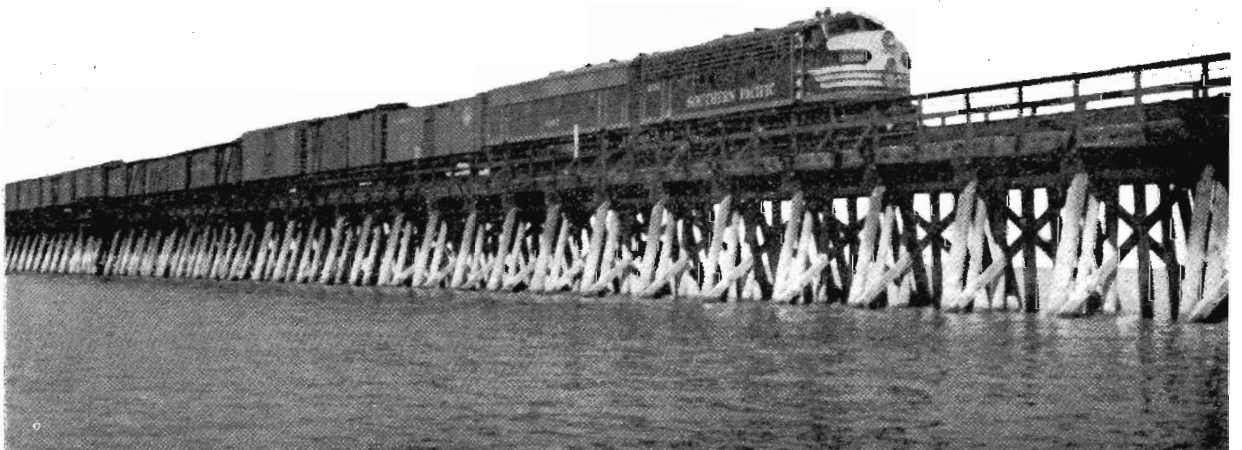
C.P.R. All-Diesel By 1961

THE Canadian Pacific Railway should be virtually all diesel operated by 1961. The president of the company, making this forecast at the recent annual meeting, said that to achieve this end and provide for subsequent additions for replacement and expansion over the next 15 years would require the purchase of about 680 diesel units at a cost of £57,530,000. Ninety-seven new diesels for short-distance passenger and goods working and for shunting were acquired last year, making a total of 556 diesel-electric units at the end of the year, compared with 1,404 steam locomotives. Seven more *Dayliner* rail-car services were begun in 1955, bringing to 16 the number of these stainless-steel vehicles in traffic and 2,000 route miles the total operated by them. Twelve more of these cars, which are both popular and economical, are being

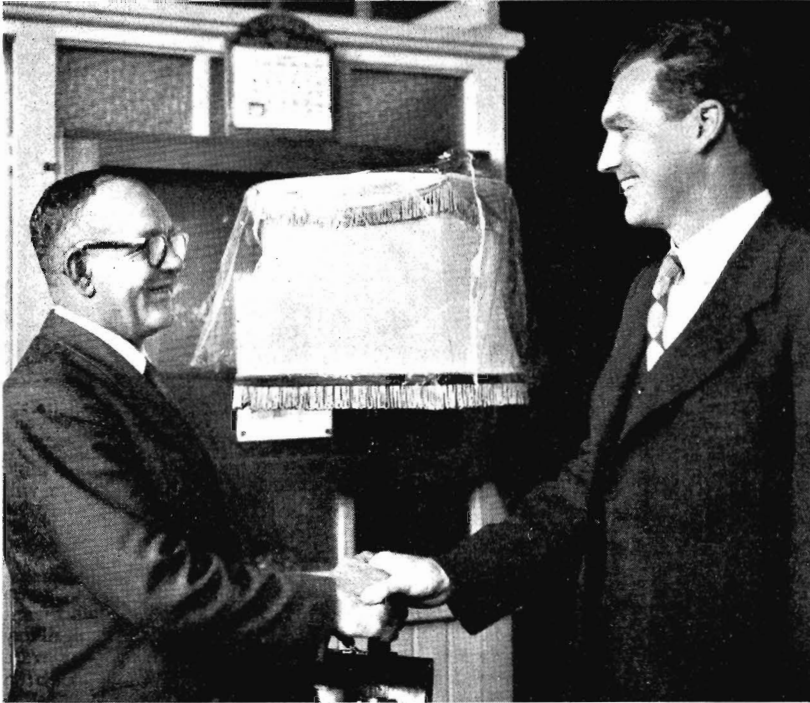
delivered this year, and 125 more will probably be bought.

Supplying Relics

TO furnish a middleman between railways and the people who want items like old dogspikes, railway emblems, matchbooks, dining car ware and ashtrays, a new company has been organized in U.S.A. It is called "Authentic Railroadiana Supply". The company is the outgrowth of the mutual problems of two people: a man who wants a railway souvenir but doesn't know how to get one, and a railwayman who is worried because the morning mail brings so many requests for "this or that" from rail fans. The new company will buy from railway companies at cost and resell to the public at reasonable prices. Prospective customers include model railroaders, railway fans, patrons and customers.



Eastbound freight train on the Great Salt Lake viaduct with its brine-coated piles.



Mr. E. H. Brownbill, Chairman of Commissioners, makes a presentation to Senior Detective R. A. Kellett who, for six years, has been Assistant Inspector of the Railways Investigation Division. Mr. Kellett has been appointed Officer-in-Charge of Oakleigh C.I.B.

New Basis For Track Prizes

THE Commissioners have approved of prizes for best-kept track lengths being awarded on the basis of a fixed amount to each man, regardless of the number in the gang. For the year ending June 30 next the amounts, on a full time basis, will be:

First prize	£20 per man
Second prize	£11 " "
Third prize	£6 " "
Most Improved	£11 " "

Employees with three months' service, but less than twelve months', will receive proportionate amounts. Previously, prizes were awarded only to those with at least six months' service in the gang.

Any employee, whose service during the year terminated as a result of resignation, absence without leave or dismissal for disciplinary reasons, will not be eligible for a prize, nor will the amount representing his prize be available to other employees in the gang concerned.

Brothers Make First Aid History

BROTHERS George and Allen Healey, clerks in the Way and Works Branch at Sale and Wangaratta respectively, led first aid teams to district shield wins. Experienced first aiders cannot remember brothers

having done this before. George Healey was also in the Sale team which finished second in the teams novice event at the State championships.

Thanks

FOR co-operation in making three special trains available for the R.A.A.F.'s air pageant at Laverton. It was a "tremendous success".

Group Capt. A. G. Carr, O.C., Headquarters, R.A.A.F., Laverton

For kindness and efficiency of railwaymen in handling promptly a ticket refund application. "It's little things like this that make train travel a pleasure".

—R. E. Moore, 17 Hone Avenue, South Blackburn

To Traffic Branch staff who helped to make the Scotch College Railway Club's diesel rail-car excursion to Colbinabbin a success. "We are looking forward to another trip next year".

—T. A. Murray, Tour Organizer, Scotch College

To Wangaratta station staff, Spencer Street stationmaster and Refreshment Services Branch, who helped to make the Royal Show visit of 34 Moyhu children and parents enjoyable.

—E. R. Quinlivan, Moyhu State School Head Teacher

For courtesy and co-operation received in dispatch of wool from Terang. "I appreciated the wire from Geelong advising me of the wool's safe and timely delivery".

—Keith Read, Oxford Farm, Caramut

Murrumbena's S.M. Retires

LAST 13 years of his career passed so quickly, said Murrumbena Stationmaster J. H. Cane, that he hardly realized his time was up. During that period, he added, he was among very pleasant people and had a first-rate station staff. With nearly 50 years' service, of which much was spent in relieving work from one end of the State to the other, Mr. Cane is well known in the country. As ships and the sea have always interested him, he is looking forward with keen anticipation to a trip to New Zealand.

Olympic Games Personality

MR. IRA EMERY, manager of the South African Olympic Games team, shared the same desk at Albert Park State School with another Olympic Games celebrity, the late Sir Frank Beaurepaire. When he left school Mr. Emery joined the Victorian Railways as a clerk, but resigned to go to South Africa, where he took a similar railway position. No longer a railwayman, Mr. Emery has been secretary of the South African Olympic Games Association for many years. He returned to Australia some years ago as manager of a Springbok athletic and cycling team, and was one of a four-man team that set a new Australian record for the 440 yds. relay. He has managed several South African Empire and Olympic Games' teams. Mr. Emery is a cousin of Signalman W. J. Clanchy, of Ripponlea.

Chalet Manager Looks Back

MR. ALFRED RUBEO, Manager of The Chalet, Mt. Buffalo, got his introduction to the hotel business at the age of 12, when he left his home at Rome with one of his brothers for a job in Germany. He gained further experience in Paris and New York before returning to Italy and joining the staff of a hotel at Oropa, an Italian mountain resort. He had little money at the time and hiked to the top of the 6,000 ft. mountain on which the hotel is situated.

Subsequently, Alfred and his two brothers, Guy and Richard, migrated to Australia and went into a cafe business in Adelaide. When World War One broke out they enlisted in the A.I.F., and all were original Anzacs. After the war, Mr. Rubeo married in London and returned to Australia with his bride on a transport carrying war brides and their babies. During the voyage a food shortage occurred and

Mr. Rubeo was called upon to ration it in spoonfuls to the babies.

When he joined the railways Mr. Rubeo became a refreshment room manager. He was at many stations, including Geelong, Bendigo and Ballarat. During the last war he was stationed at Seymour, where he supervised the feeding of many thousands of Australian servicemen.

In January 1951, Mr. Rubeo was appointed Manager of The Chalet, a position from which he has now retired. With his wife he will have a motoring holiday in Europe. His itinerary will include a return to Oropa.



All-railway wedding. Fireman James Taylor, of North Melbourne Loco. Depot, leaving John Knox Presbyterian Church, Gardenvale, with his bride—formerly Margaret Fricke, comptometriste, Accountancy Branch. The best man was Storeman Graham Fricke, Jolimont Workshops, and the bridesmaid, Comptometriste Valerie Goffin. The bride's father is Linesman Albert Fricke.

Seymour Controller

SENIOR Train Controller T. E. Devine, of Seymour, retired recently after 48 years' service. He started as a lad porter at Camberwell, and had considerable relieving experience before joining Control staff. He has relieved the district superintendent at Seymour on several occasions and has accompanied the Commissioners on tours. He went to Seymour 30 years ago as train running officer, later becoming senior train controller.

Lad Labourer To Clerk

JOINING the Department 46 years ago as a lad labourer, Clerk James O'Loughlin obtained his first clerical position in 1923. In World War One he rose from private to commissioned rank and returned to Australia with the Military Cross and Mentioned in Dis-

patches decorations. For more than 20 years he was the Signal and Maintenance Office clerk at Flinders Street, from which position he retired recently. Mr. O'Loughlin spent most of his leisure time fishing and shooting. His retirement present, therefore, was an appropriate one—a gun case.

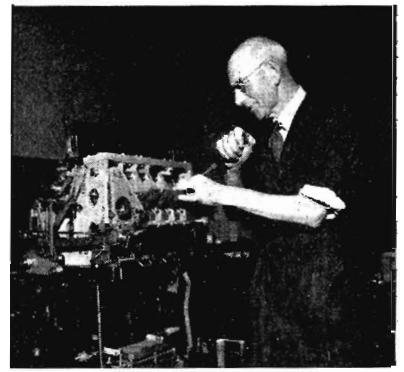
Junior Draftsman's Rise

MR. E. G. S. BLACK, Signal and Telegraph Office Engineer, who retired recently after 48½ years' service, joined the Department as a junior draftsman. Highlights of his career were his power signalling work on the suburban system and design of interlocking apparatus. In his youth Mr. Black was a keen motor cyclist, and when he forsook this sport he took up photography as a hobby. At his farewell his colleagues presented him with photographic equipment.

Powers Pioneer

FOR 33 years, first as a fitter and later as fitter-in-charge, Mr. J. Hughes has looked after the Department's Powers machines. He helped install the first of these machines that the Department bought. In preparation for this he was sent to Sydney for a special training course.

Mr. Hughes joined the Department as an instrument maker, in 1915. At Christmas of that year, he was granted leave of absence and sailed for England where he worked with Vickers Ltd.



Mr. Hughes at work on a tabulator.

until the middle of 1919. Working on gun mechanisms, he gained excellent experience in one of Britain's fine engineering shops where precision work was vital.

This was his second trip abroad; his first was made just after he completed his apprenticeship and before he joined the Railways. A third overseas trip, this time for pleasure, followed later.

Mr. Hughes traces his love of meticulous work to his grandfather, who was a ship's carver. This work demanded such attention to detail that samples of it inspired Mr. Hughes with the urge to keep his own work to a high standard.

Now in retirement, Mr. Hughes feels free to devote more time to bowls, which he has taken up recently.



Goods Checkers J. Hammond (left) and J. Lazra stack at the Montague Shipping Shed some of the 2,000 lb. of tea presented by the Ceylon Government to the Olympic Games organization. Heidelberg Olympic Village received 1600 lb. of the consignment—the remaining 400 lb. was presented, in packets, as gifts to athletes. The Indian Government also made a present of 750 lb. of tea.



V.R.I. Table Tennis Association team. *Back row*—from left: Carpenter D. J. Crowder (Way and Works Branch, Shepparton); G. Lambert (V.R.I., Flinders Street); Parcels Porter N. Petch (Traffic Branch, Spencer Street); Assistant Engineer C. W. T. Green (Rolling Stock Branch, Head Office); Clerk W. Lawrie (Electrical Engineering Branch, Warragul). *Front row*: Junior Clerk R. McMillan (Way and Works Branch, Shepparton); Assistant Engineer J. Crouch (Rolling Stock Branch, Head Office); Safety Officer A. Hargreaves (Traffic Branch, Melbourne Yard, Institute rept.); Clerk P. Constantinidis (Stores Branch, Head Office, manager); Clerk W. Sheehan, Traffic Branch, Essendon); Clerk G. Munday (Traffic Branch, Geelong).

SPORTS

Trophy Values Up

TO commemorate the 21st year of the V.R.I. Tennis Association, the donors of the Dunkling Shield and Pimms Cup have promised to increase the value of individual trophies to members of winning teams. Sunday tournaments and trips to country centres are planned for this season. Railwaymen interested in joining the growing ranks of tennis players are asked to contact the secretary of the Association (Mr. H. W. Jones) at General Storehouse, Spotswood (auto 1151).

Cricket Competitions

FIVE cricket teams—Suburban Lines, North Loco, Melbourne Yard, Flinders Street and Geelong—are competing this season for the Commissioners' Cup. Matches are played on turf wickets at Royal Park. It is hoped to field a strong side for the interstate carnival at Sydney in January next year, as Victoria is keen to retain championship honours.

Hire A Court

RAILWAYMEN and women, especially those on shift work, have the opportunity now of hiring V.R.I. courts at Royal Park anytime between 9 a.m. and 5 p.m. daily. They may be booked at the Institute, or by applying to the curator. At present five of the seven porous courts are for hire.

Sport-Minded New Australians

A social committee, comprising Messrs. M. Pierregiovanni, O. Richter, G. Zonnios, I. Lode, J. Stephanides, J. Campagna and D. Biviano, has been appointed to further the cultural, educational and sporting interests of New Australians in the Department. On the sporting side, new railwaymen appear to be most interested in soccer, basketball, volleyball, swimming, athletics and fencing, and it is the aim of the committee to arrange competitions at a later date. They will not be confined exclusively to New Australians. Old and new railwaymen will be invited to take part in them so that newcomers to the service can make friends and feel at home in the railway family.

Expert Masseur

TRIMLY built Benito Bon, from Trieste, Italy, has a vice-like grip when he gives you a handshake. The strength in his fingers is gained from many years' work as a masseur. His strong, sensitive fingers have toned the muscles of a number of Italian boxing champions, including Tiberio Mitri, who fought Jack La Motta for the world welter weight championship in New York and lost on a technical knock out. Benito, who is a skilled labourer in the Stores Branch at Newport Workshops, has renewed acquaintanceship in Melbourne with Mitri and other Italian champion pugilists who have been brought here for Australian matches.

Benito holds the diploma of the Medical and Sporting Federation of Italy. He was the masseur for the Italian Post and Telegraph soccer team which played a Swiss postal team, and since he has been in Melbourne has been masseur for the Just and Juventus soccer teams. He has also looked after cyclists taking part in the *Sun* road tour. Benito believes there is nothing like sport to help New Australians become assimilated. He is looking forward to seeing more of them taking an interest in V.R.I. sport.