

VICTORIAN RAILWAYS

NEWS LETTER

JANUARY



1957



THE MONTH'S REVIEW

Olympic Information

THE Victorian Railways are certainly doing their bit to make visitors to the Olympic Games feel at home," was the comment of the *Sydney Morning Herald* in reviewing the V.R.'s new edition of the Melbourne Map and the latest publication—Melbourne Diners' Guide, 75,000 of which were issued gratis during the Games.

Melbourne *Herald's* columnist was also greatly impressed. His comment: "Full praise for the splendid Olympic map of Melbourne brought out by the Railways Department. The sort of map we've been after for years." Diner's Guide was described by *The Age News* of the Day columnist as "an intriguing document and handiest of publications."

Enlarged to give a wider cover, the map is the most comprehensive of its kind, since it includes such important details for the stranger as tram routes and numbers. Places of interest and entertainment are listed and pinpointed on a special map of the city area. For the visitor, there is an insert with details of a wide range of short and extended tours.

Diners' Guide, produced by the Railways Commissioners in conjunction with Melbourne City Council, was compiled to help Melbournites and visitors choose a dining place with the required service and price range. Set out concisely and fully are all the main factors that influence the selection of a place in which to dine. Hotel dining rooms, restaurants and cafes have been listed in street number order, with telephone numbers. A code indicates by numbers the type and facilities offered, by stars the price range, and by letters the days each is open. Trading hours are within brackets.

High standard of both publications placed them in the Olympic souvenir class.

Photographic Exhibition

IT has often been said, and with a great deal of truth, that Australia lives on the sheep's back. The Minister of Transport (Sir Arthur Warner) pointed out, in opening the Railways' photographic exhibition of Victoria's many scenic attractions in the Kodak Gallery, that, many countries, like Italy, virtually live on the tourist's back. He reminded those present that Italy's tourist trade cheque was greater than Australia's wool cheque. Sir Arthur, after praising the Railways for staging such a splendid exhibition, said it would give visitors to Melbourne during the Olympic Games an opportunity of seeing what Victoria had to offer the tourist. He hoped many would be sufficiently impressed to go to the Tourist Bureau and buy a ticket to some of the places featured pictorially

and see their beauty in the original form. The tourist trade meant revenue to the Railways and for that reason alone they were greatly interested in it.

Mr. N. Quail, Acting Deputy Chairman of Commissioners, said the Department felt the opportunity should not be missed during the Olympic Games of exhibiting the pictorial highlights of the State's tourist resorts. He hoped the exhibition would bear fruit.

Presented in a novel and refreshing style, the exhibits ranged from small coloured transparencies to large black and white "blow ups." Visitors, with free time, were able to see at first glance the tourist highlights of Victoria, and, it is hoped, will be encouraged to visit them at some future date.

Harris Trains' Delivery Resumed

THE new *Harris Train* that carried Father Christmas with shoppers and their children on the Ringwood, Frankston, Dandenong, Heidelberg, Broadmeadows, Sandringham, Reservoir, and St. Albans lines to Spencer Street, from where they travelled by bus to Myer Emporium, was the sixth of such trains for the suburban services. Delivery of *Harris Trains* had been delayed because of a prolonged industrial dispute at the New South Wales works of the suppliers of the carriage bogies. Flow of bogies has returned to normal and *Harris Trains* are going into service at the rate of one a month.

Wool Traffic

DESPITE floods and wet weather delaying shearing and the dispatch of wool from grazing properties to rail heads, more wool was carried by rail this season than last year. From July 1 to November 24 543,950 bales of wool were railed from Victorian, Riverina and South Australian districts, compared with 497,281 for the corresponding period the previous year. The wool was sent to metropolitan and Geelong stores for sale to woollen mills or for export.

Containers Growing Popularity

GROWING demand for insulated containers for the interstate transport of semi-perishable commodities, such as margarine, confectionery, cheese products and shoe polish, indicates the popularity of this medium of modern freight handling, particularly during the summer months. Consignors are making more inquiries for rail transport of commodities, especially perishables by container, because of the reliability and speed of fast goods trains operating between Melbourne, Sydney and Brisbane. There is little danger of a hold-up en route and its inevitable result—deterioration of consignments.

Games Fever Sequel

THERE was an Olympic Games touch to the Railways' lost and unclaimed property sale recently. Included in the catalogue were Olympic drinking glasses, tennis racquets, golf bags and sticks, fishing rods, football boots, a hockey stick and a shotgun. Odd items included two damaged bibles, a pair of slippers, a carton of Norwegian sardines and a hat box. The usual umbrellas, kit bags and suit cases were also listed.

Bird Lovers

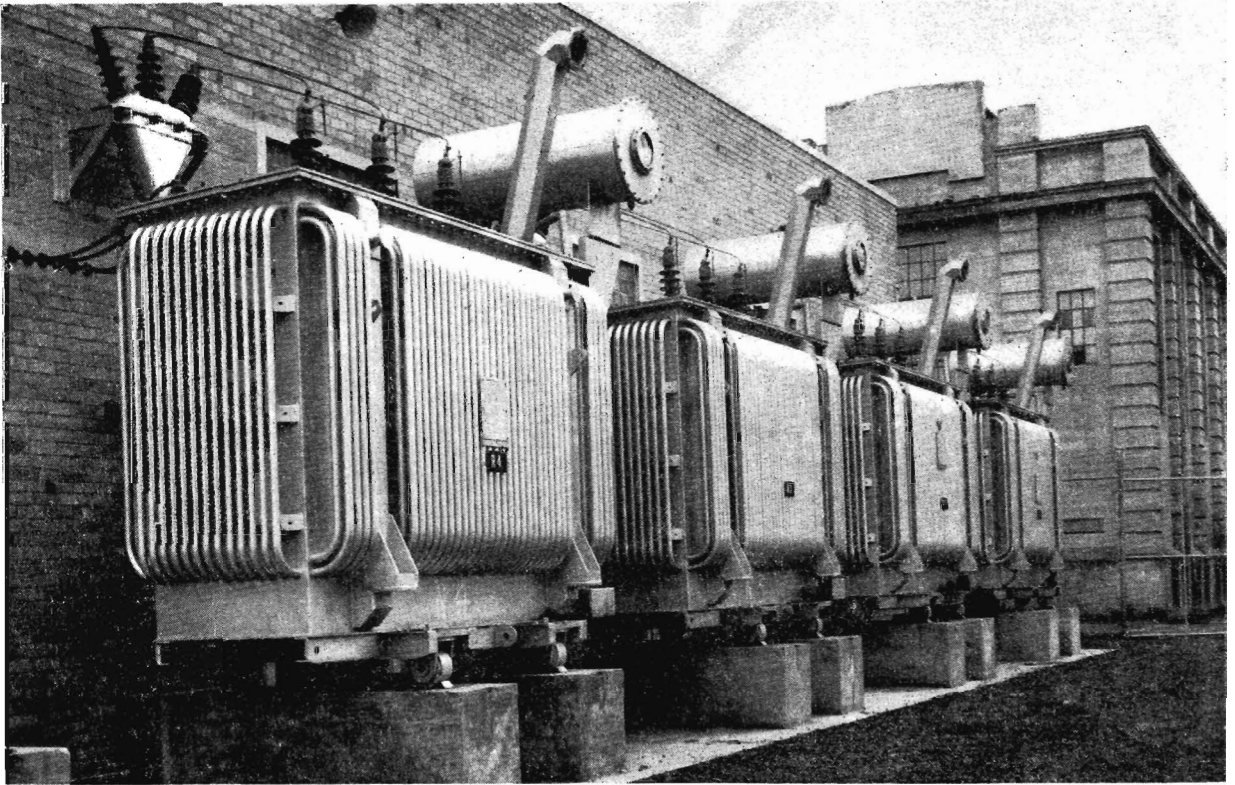
HUMANE action of railwaymen in ensuring that the baby thrushes discovered in a nest in the under-gear of a *Harris Train* car at Jolimont were undisturbed drew the warm appreciation of the Gould League of Bird Lovers. In a letter to the Chairman, the Bird Lovers' secretary, Mr. H. E. Stephenson, offered, on behalf of thousands of bird lovers in Victoria, sincere appreciation of the Department's humane treatment of the family of young thrushes. Mr. Stephenson added that the action of the railwayman in observing and reporting the presence of the brood was worthy of highest commendation, and he thanked all those who, in spite of considerable trouble and inconvenience, gave the nest and brood a safe, temporary home.

Historians On Tour

RAILWAY historians are continuing their search of Victoria by train. The fourth chartered train excursion—by 280 h.p. diesel rail-car—was made in the Korumburra-Yarram region. The historians spotted old railway landmarks, and sidings and stations no longer in use. Each passenger was supplied with a history sheet of the places they saw and the types of locomotives used in the area from 1898 to 1935. Among the members of the Australian Railway Historical Society who made the trip were the president (Mr. C. D. Gavan Duffy) and the Society's representative in England (Mr. Cecil Way) who is on a world tour. Sequel to the excursion was a social evening at which photographs taken during the trip were displayed and coloured slides screened.

FRONT COVER

H.R.H. the Duke of Edinburgh greets Stationmaster C. Arblaster after alighting from the Royal Train at Morwell. The Duke officially opened the gasification plant and visited Maryvale paper mill. At the left are the Hon. H. E. Bolte (Premier) and Commander Michael Parker (the Duke's secretary) who were also on the train.



Four rectifier main transformers at the new Caulfield substation.

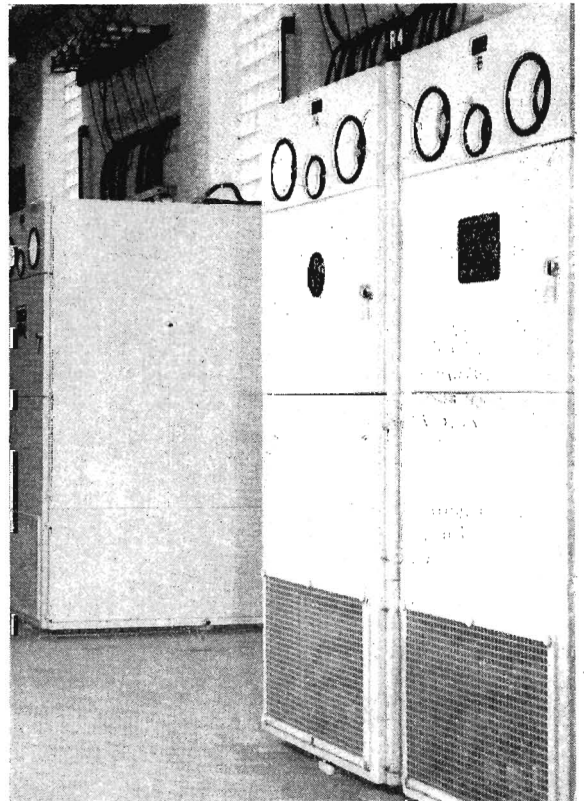
CHANGE OVER

LARGEST and most important unit of the 25 to 50 cycles conversion scheme for metropolitan substations has been commissioned at Caulfield to bring the total of new substations to 11. These substations are used to supply 1,500 volt direct current for the running of electric trains on the suburban system.

NEW Caulfield sub-station is built adjacent to the old one, and because the equipment is more compact, the building to house it is smaller. It consists of two parts under one roof—the alternating current switch room and the rectifier equipment room. The former is the feed-in point from the State Electricity Commission's system and the focal point of alternating current supply to substations on the Dandenong and Frankston lines.

Equipment in the rectifying room is used to convert the alternating current supply to 1,500 volts direct current, and consists of four 1,500 kW. mercury arc rectifiers of the same type as those on Gippsland line electrification. Rectifiers are connected to the main bus bars, from which 10 feeders—through their high speed circuit breakers—supply current to the overhead equipment.

Change over from the old to the new substation at Caulfield was made in six stages. Main substations that remain to be completed in the Caulfield area are those at Oakleigh and Bentleigh. Camberwell area is next on the list.



Each of the 1,500 kW. rectifiers at Caulfield's new substation weighs 1½ tons; the old rotary converter weighed 47 tons.



Reso Train at Maryvale Paper Mill siding.

RESO TRAIN

SINCE the first Reso Train tour took place more than 30 years ago, parties of Resonians have travelled the length and breadth of Victoria examining the resources of their State and making contacts with fellow citizens in all pursuits of industry—both primary and secondary. Visits have also been recently made to Newcastle, Whyalla and the Snowy Mountains Hydro-electric scheme.

THE organization that has carried out these tours is taken for granted. It's part of the railway teamwork so often overlooked by the general public.

Before a tour can be conducted, weeks of planning and co-ordination are necessary. Rolling stock has to be obtained without upsetting normal schedules; itineraries are worked out and local authorities are contacted to obtain facilities for inspections in the various districts to be covered by the tour.

At the same time crew personnel to man the train are being selected—driver, fireman, cleaner and guard. The train staff also includes cooks, waiters, stewards, conductors and maintenance fitters: the whole organization coming

under the officer-in-charge of the train and a dining car manager.

Before the train is ready, menus are planned, informative literature obtained on all industries and areas to be visited, berths allotted and a final roster of crew duties checked.

Fresh food must be obtained to victual the dining car which provides all meals whilst the train is on tour. Arrangements for this are made by the Refreshment Services Branch from its various establishments en route.

Newspapers, telephone communication and dispatch of mail are services which keep passengers in touch with their home centres, and every care is taken to see that these are available at each stopping place.

For the comfort of passengers hot showers are provided on the train. This entails scheduling the running of the train so that ample water supplies are available for replenishing carriage tanks and also providing the dining car with water for cooking purposes.

Suitable locomotives for the various districts to be visited are provided by the Rolling Stock Branch, whilst Traffic Branch experts dovetail the movements of the train so that no inconvenience is caused to normal services.

Resonians on tour are fully occupied. So that they may be refreshed for the activities of the following day, the train is parked for the night, where possible, in some quiet siding outside the station area.

A special car equipped with two motor generator sets provides electricity while the train is stationary, thus avoiding unnecessary drainage of current from the batteries installed under each car.

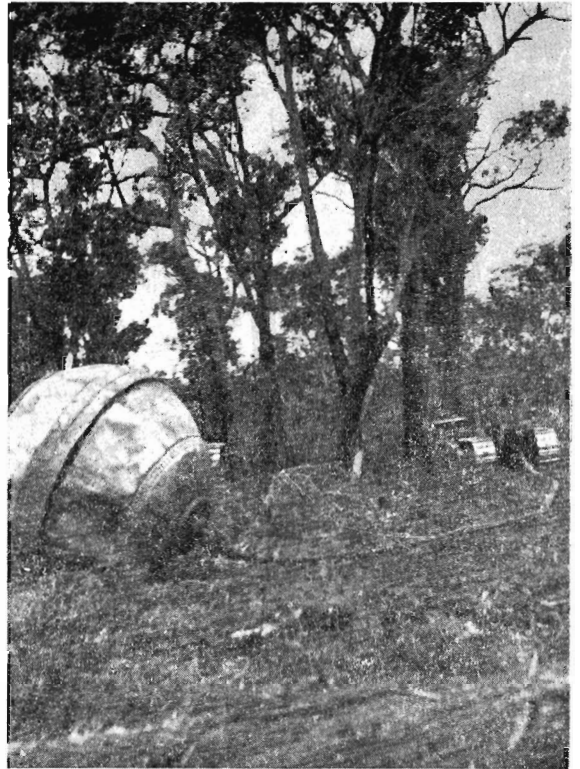
For social gatherings after the evening meal, there is ample space in the *Norman* lounge car. A radio and a small buffet provide the necessary club atmosphere and guests from towns visited by the train can be entertained.

During the recent five-day tour of Gippsland by the Reso Train, 14 industrial plants, six farms and two developmental land projects were visited. Developments taking place in Gippsland's Latrobe Valley were a revelation, especially to farmers and graziers from northern and western Victoria. Visits were made to the new Lurgi gasification plant at Morwell, as well as the briquetting plant, power station and other State Electricity Commission projects. At all places visited, expert technical officers were attached to the party to explain operations and answer questions.

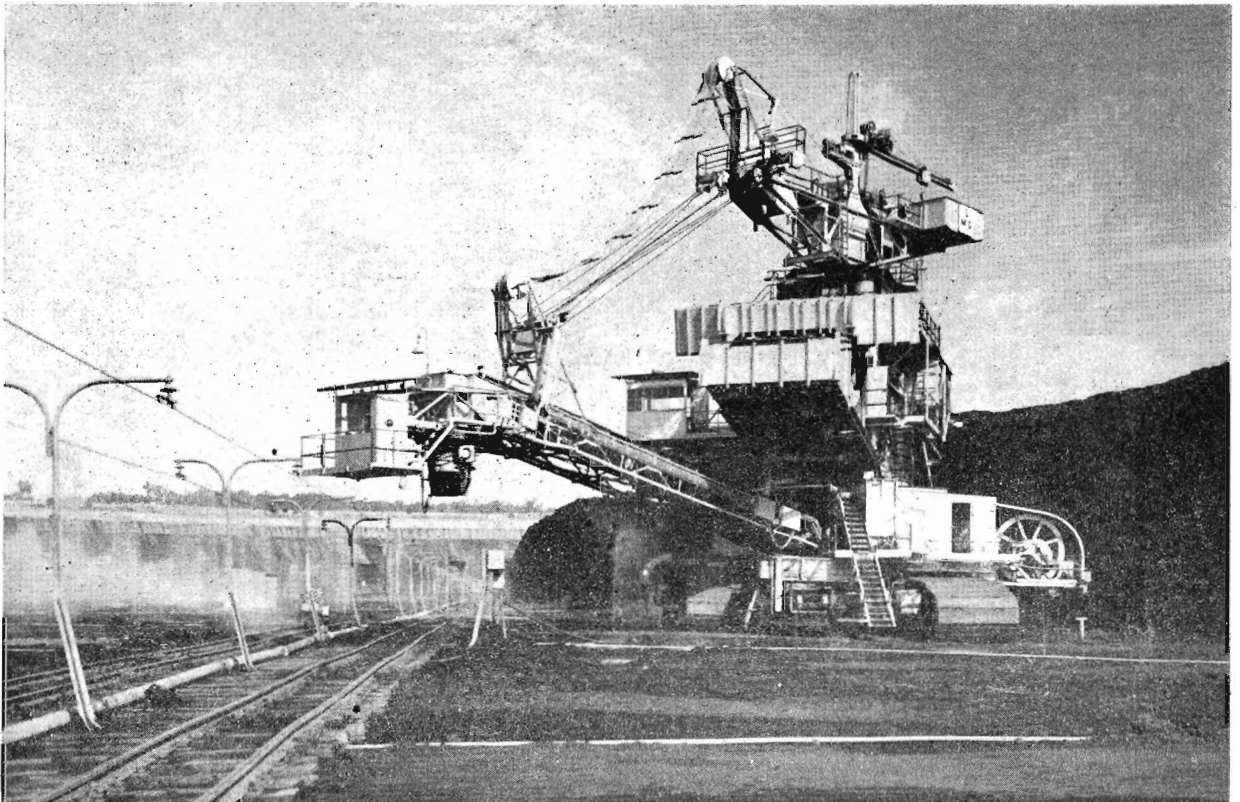
Examples of automation were seen at various modern milk and butter factories. At one factory, tinplate was fed into a production line, whilst at the same time milk entered another line. Untouched by human hands, the two products emerged as a well known brand of tinned milk, labelled, weighed and ready to be parcelled for dispatch.

The paper pulp industry, a linen thread factory, timber seasoning works and sawmilling were other interesting things seen by the party. Demonstrations of modern equipment and methods were given at shearing sheds, dairy farms and the Department of Agriculture's experimental station at Ellinbank on the slopes of the Strzelecki Ranges.

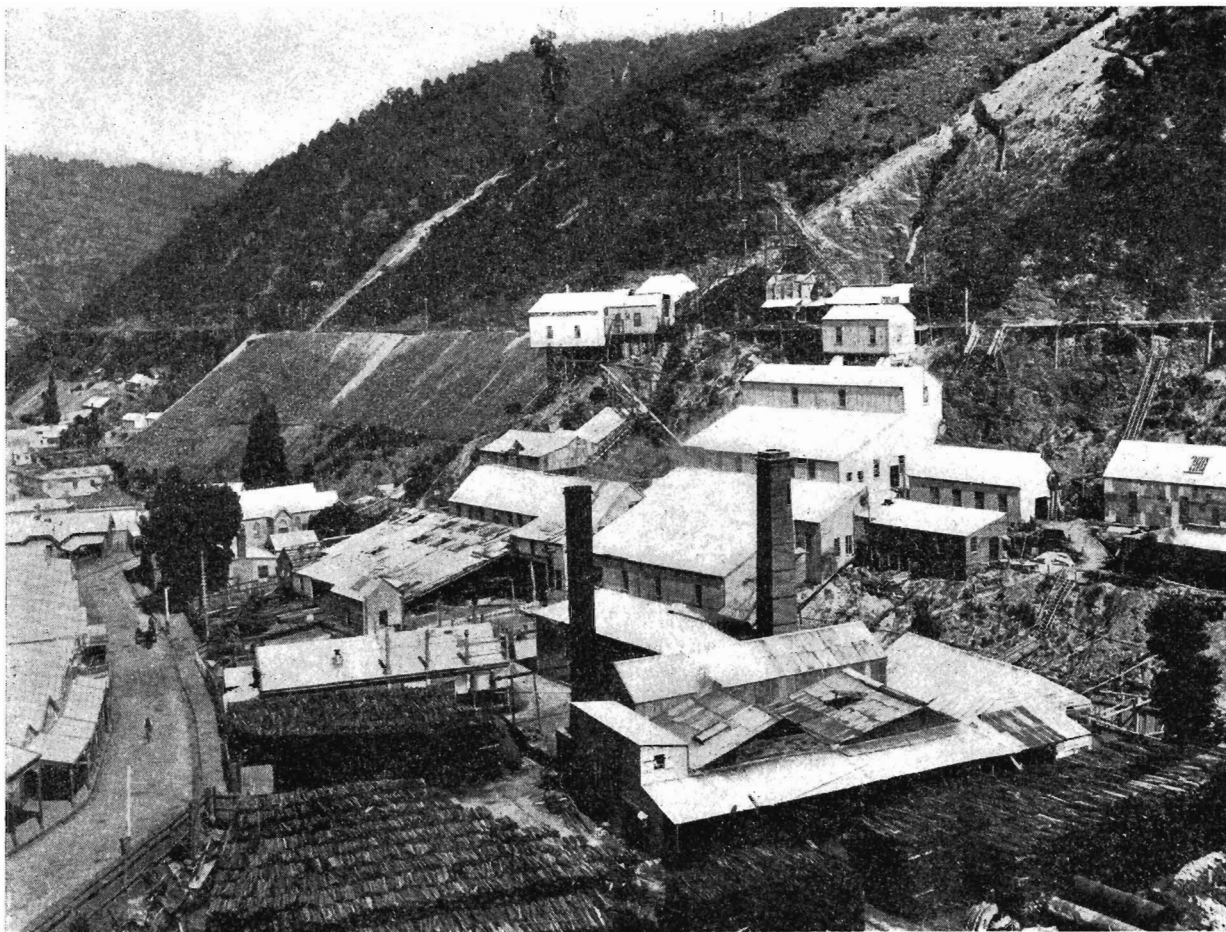
It speaks much for our organization that at the end of the five days the main topic of conversation was: "Why aren't more tours of this kind conducted?" "Why limit the tour to Resonians?" "This is the ideal way to show overseas visitors our achievements and potentialities."



High Ball clearing land at Australian Paper Mill's Longford property.



A coal dredger at work in the open cut at Yallourn.



Walhalla in 1912. Main street (left) and surface plant of the Long Tunnel gold mine (right). Photo : A. R. Lyell

GHOST TOWN RAILWAY

A. R. Lyell, Australian Railway Historical Society

BLACKBERRIES and bracken now hide the rails of the Moe-Walhalla narrow gauge railway. When first opened it brought hope of even greater prosperity to a mining town that, in 50 years, had produced over a million ounces of gold.

IN February 1863, miners at Fulton's Creek, driven from their claims by severe flooding, trekked seven miles south over the ranges and found good alluvial gold in a small tributary of the Thomson River, named Stringer's Creek after one of the discoverers. By June of the same year, the outcrop of the fabulous Cohen's Reef had been located, and quartz mining began.

Records of early crushings are scanty, but it is definite that between 1863 and October 1914 two of the mines on the reef produced 1,261,431 ounces of gold and paid £2,072,040

in dividends. These were the famous Long Tunnel and Long Tunnel Extended mines, the former working the reef to a depth of 3,625 feet.

Construction of a railway was first mooted in 1890, when a broad gauge line from Moe to Moondarra was included in the Railway Construction Bill of that year. With proposals for an extension to Walhalla, it was referred to the first Railways Standing Committee. As the estimated cost was £433,350 exclusive of land and rolling stock, the proposal was not approved, but in 1900 the Committee recommended the construction of a 2 ft. 6 in. gauge line from Moe to Walhalla at an estimated cost of £115,869, based on a ruling grade of 1 in 30 and 2 chain curves.

Walhalla was then a substantial town of about 3000 people, with paved streets and paths, six hotels and numerous stores. Because of the narrowness of Stringer's Creek valley, all the available flat ground was taken up by commercial and public buildings. The residential area comprised the steep sides of the valley, where the miners' homes were perched precariously, half in cutting, half on embankment!

Daily mail coach left Moe about midday, on arrival of the 7.50 a.m. train from Melbourne and, after what a contemporary writer described as "a rather unpleasant journey of 28 miles over a rough road", reached Walhalla between 6 and 7 p.m. All provisions and mining materials, with the exception of timber and firewood, had to be brought by waggon over the same route, at a cost of over £3 per ton.

By this time, the nearer hills had been stripped of timber, and the mines were forced to go farther afield for their fuel. Nearly 40 miles of tramway had been built, of which the Long Tunnel Company was responsible for 27 miles, and was extending it at the rate of a mile a year. Because of the rugged country, even these crude horse tramways cost £2,600 a mile to construct.

The railway was not begun until 1904. It took six years to complete. The first train, with a large Parliamentary party, reached Walhalla on May 3, 1910, amid scenes of great jubilation. At the banquet that followed, all expressed confidence that "The Reef" would extend to greater depths with ever increasing values, and that in the unlikely event of gold not lasting for ever, the town would become the premier tourist resort of the State!

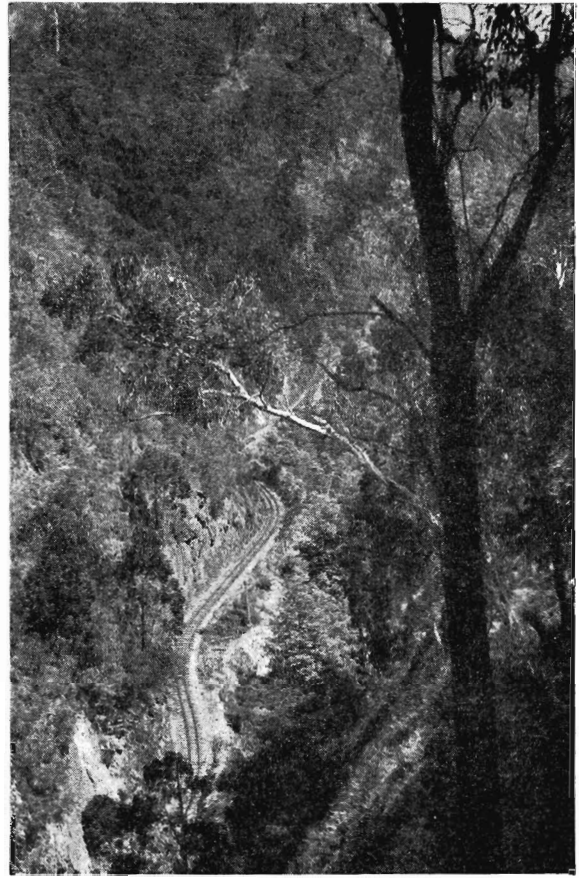
This optimism was unfortunately misplaced for within four and a half years the Long Tunnel Mine had closed down, the Long Tunnel Extended having ceased operations some three years earlier. In both cases combination of falling gold values and rising costs (due to the depth of working) was responsible. This was the end of large scale mining in the area.

Population dwindled as miners left the district, which was haunted by misfortune. In the 1939 bush fires, the Mechanics Institute (housing many relics of historical value) and the Star Hotel were destroyed. Several years ago there was also a devastating flood, with the result that Walhalla today bears little resemblance to the thriving town of the late 'nineties.

For many years the line was operated by NA class locomotives, but in 1926 one of the two Garratt locomotives was put into service. Locomotive 9A, which hauled the first train to Walhalla, was stationed at Moe until the line closed in 1954.

The Walhalla-Platina section of the line was closed in April 1944, the station building at Walhalla having been removed to Hartwell years previously. After closing of the Forest Commission's two steam tramways from Collins Siding and Erica, little traffic was left.

On June 25, 1954, the weekly Moe-Erica goods service was withdrawn, thus closing down one of the most picturesque lines in the State.

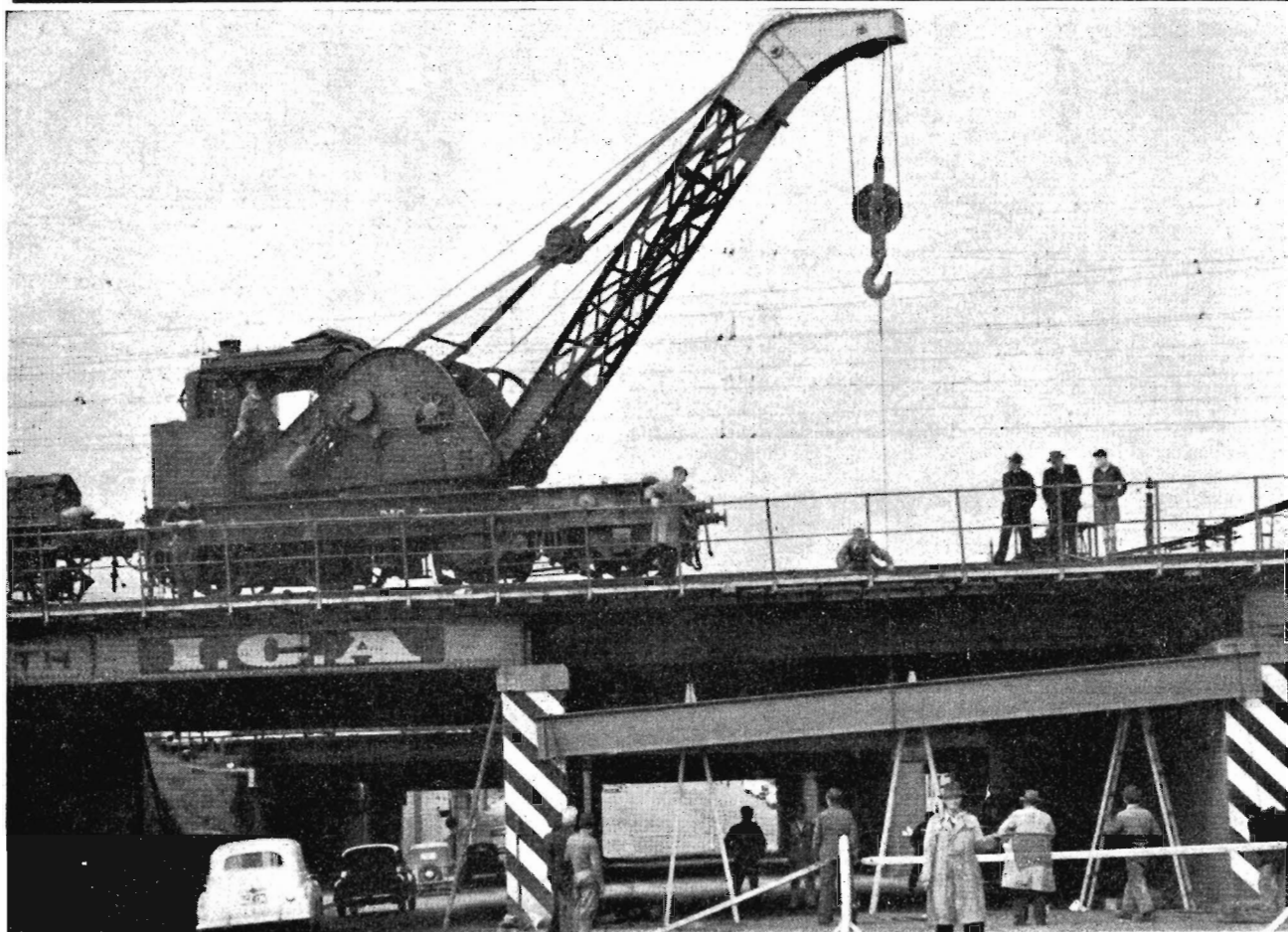


Line between Thomson and Walhalla



Walhalla station in 1929. Photo : L. G. Poole

AROUND THE SYSTEM

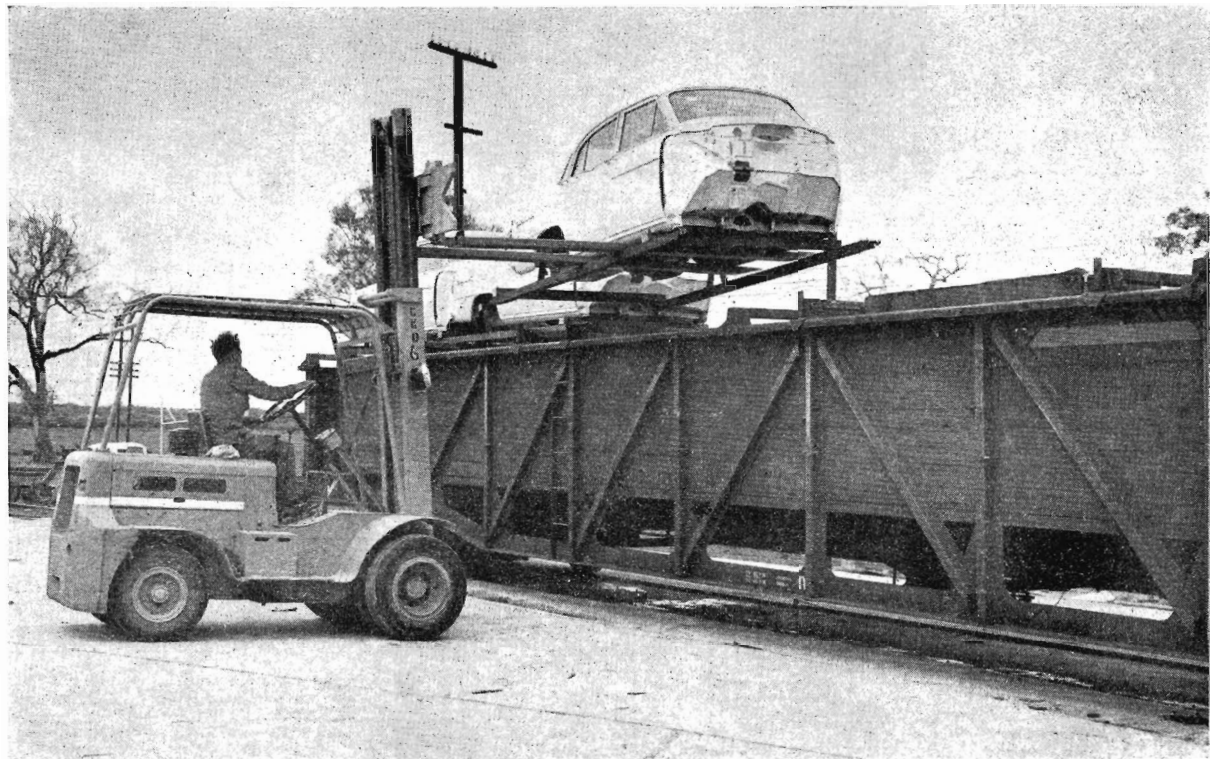


GIRDER REPLACEMENT : North Melbourne Locomotive Depot's wrecking crane was used to lift a two-ton, 30 ft. span steel girder into position on the Dudley Street bridge used by goods trains. The work was carried out in the early hours of a Sunday morning when there was no traffic. The girder replaced one badly damaged by the long jib of a road mobile crane.

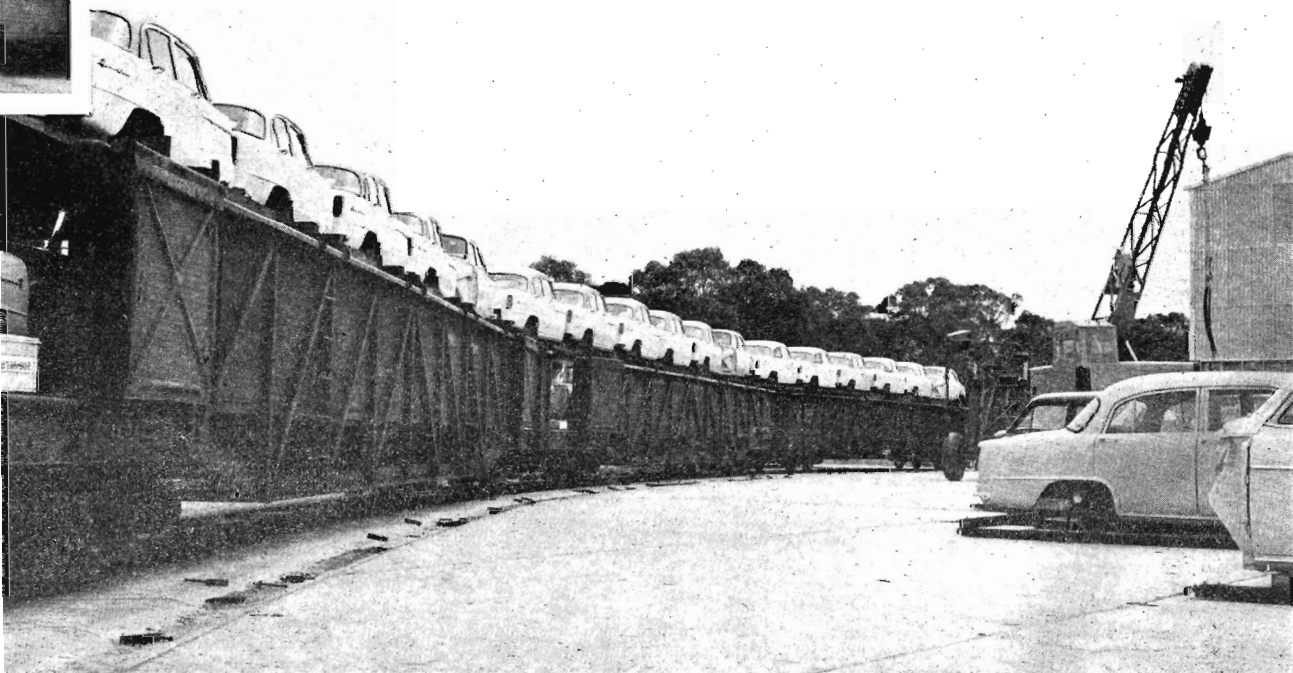


SEEING VICTORIA BY RAIL : Railway historians called in at Bayles on a trip to Yarram.

Photo : A. R. Lyell



CAR BODIES: Establishment of General Motors-Holden's new plant at Dandenong is an illustration of the vital part the railways are playing in secondary industry expansion in Victoria. Six to nine truck-loads of motor bodies are hauled daily from Adelaide to Melbourne. They are usually attached to the fast diesel-hauled goods train leaving Adelaide at 3.35 p.m. and arriving in Melbourne at 2 p.m. the next day. The bodies are then railed to the company's private siding at Dandenong. The two-tier OA trucks, with a maximum loading capacity of 12 bodies, were built by South Australian Railways specially for car body traffic. Unloading is speeded up by using fork lifts and a crane.



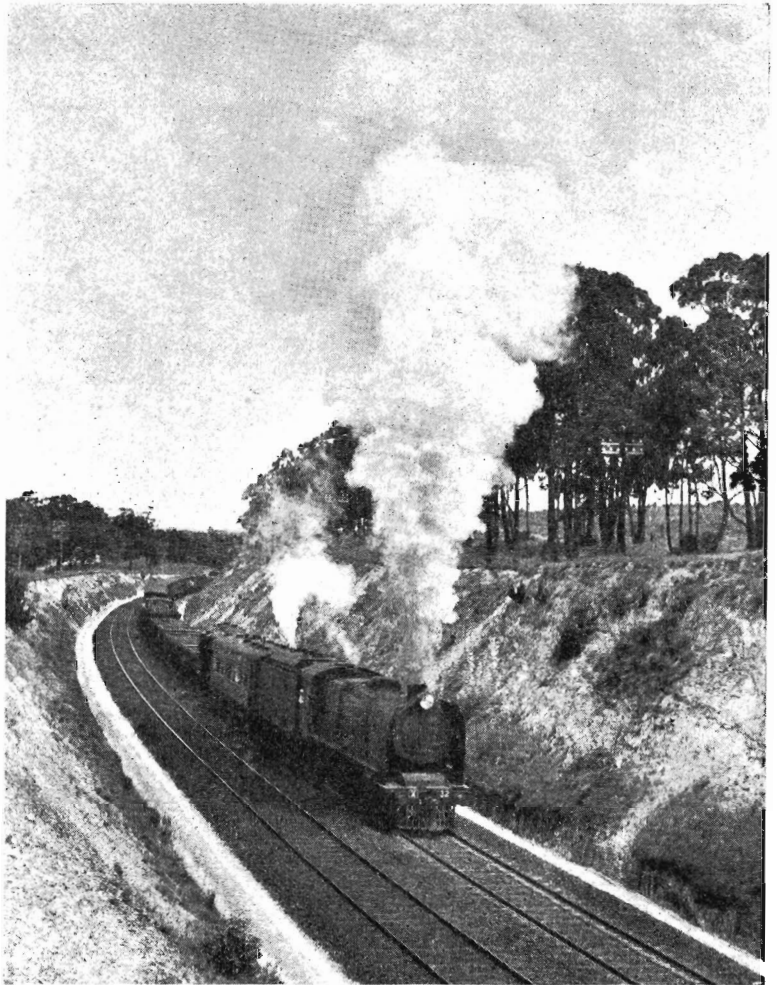
BROWN COAL DUST BURNERS

DECISION made in 1947 to equip V.R. steam locomotives with pulverized-fuel-firing equipment purchased in Germany was an experiment to determine whether brown coal dust—a by-product of the Yallourn briquetting works—was a satisfactory substitute for black coal as a locomotive fuel. It developed into a highly successful experiment that attracted world-wide interest.

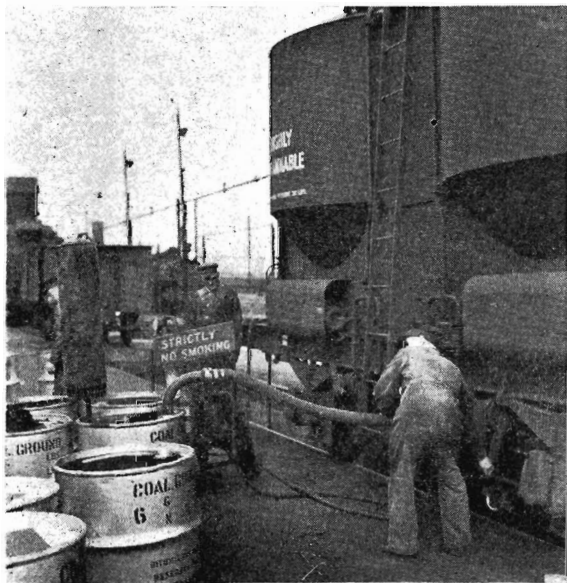
TESTS under general service conditions showed that brown coal dust was indeed a good substitute fuel for both goods and passenger work. In addition, research carried out in America with samples of Yallourn-produced brown coal dust also disclosed that it would make an ideal fuel for gas-turbine locomotives!

Fuel economics have caused the large scale locomotive conversion programme and the operation of X32 and R707 as brown coal dust burners to be discontinued.

Residual oil fuel, now produced as an end-product of Victorian oil refineries, has dropped considerably in price and high grade N.S.W. coal is available to the Department now at attractive prices. On the other hand, brown coal dust has increased to double its original cost.



X32 hauling a goods train up Macedon Bank. Immediately behind the locomotive is the dynamometer car; third vehicle is one of the special brown coal dust fuel wagons.



A 44-gallon drum being filled with brown coal dust for dispatch, with 39 others, to U.S.A.

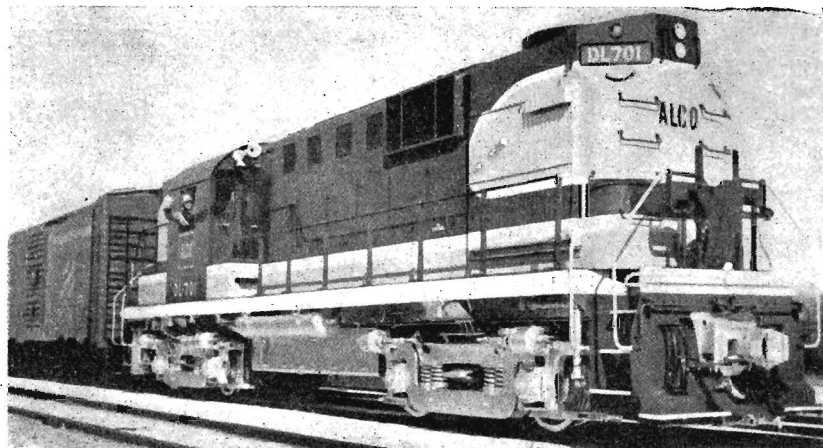
Furthermore, diesel-electric and electric locomotives are so efficient and economical to run that it is obvious there is no justification for undertaking the heavy capital expenditure involved in further expansion of brown coal firing.

Accordingly, X32 and R707 will be re-converted to black coal or oil firing, and their special firing equipment has been offered for sale on world markets. If the sets are not purchased, they will be stored against a future emergency.

Other associated equipment will be used to the best advantage. For instance, one of the storage hoppers will be used in a new mechanical and handling plant at the Newport Foundry, the other as a stationary storage tank; while the transport waggon will be converted for the carriage of other commodities.

Apart from the black coal they have saved, experiments conducted with the two locomotives have proved of inestimable value. They have shown that if a state of emergency arose and Australia's oil supplies were jeopardized, the Victorian Railways could convert a number of locomotives to brown coal firing (including many of those now burning residual oil) to supplement the fleet of black coal burners.

LINES FROM OTHER LINES



Alco 107-ton diesel-electric locomotive, with 70,000 lb. starting tractive effort, has 2,000 b.h.p.

Rimutaka Tunnel Traffic

DURING the first 17 weeks of operation through the $5\frac{1}{2}$ mile Rimutaka tunnel, the number of passengers conveyed through the "hole in the hill" was about 66,000, compared with less than 31,000 who travelled over the hill during the corresponding period in the previous summer. Goods traffic over this route also more than doubled after the tunnel was opened.

India's Second 5-year Plan

MAIN items of the plan relating to railways are the doubling of 607 miles of track, conversion of 265 miles of metre to broad gauge, electrification of 826 miles, introduction of diesel traction on more than 1,293 miles, construction of 842 miles of new lines, and renewal of 8,000 miles of existing lines. It is intended to acquire 2,258 locomotives, 107,247 wagons and 11,364 coaches. The Ganges bridge at Mokameh is to be completed and work begun on bridges over the Brahmaputra and Jumna. Provision for industry includes the establishment of a heavy steel foundry at Chittaranjan Locomotive Works to provide heavy castings for railways. Chittaranjan is to increase production to 300 locomotives a year.

Electrification In Austria

ELECTRIFICATION of the Vienna-Gloggnitz section (47 $\frac{1}{2}$ route miles) of the Vienna-Graz main line is being undertaken. This will be followed by the more difficult conversion of the mountain section over the Semmering Pass. Electrification of the southernmost section of the Villach line will be finished this year. When the present programme is completed, the electrified route mileage will be about 1,242. Although this will be less than a third of the entire system, it will carry about 90% of the railway traffic of the country.

Atomic Railroad

IN the desert surrounding Richland, Wash., U.S.A., a different kind of railroad has grown up. It is an atomic line and it handles fuel elements from the huge atomic reactors of the Atomic Energy Commission's Hanford Works. Uranium and its man-made companion element, plutonium, are taken from the atomic reactors in cylinders and transported by rail to other Hanford plants where the two elements and waste products are separated. When the uranium-plutonium cylinders are removed for shipment to the separation plants several miles away, the radioactive cargo is encased in lead-lined casks and eased into water-filled wells mounted on specially built railroad cars. The water helps absorb heat generated by the intensely radioactive cylinders. Trainmen assigned to this delicate job wear protective clothing, and only authorized persons

can board the train.

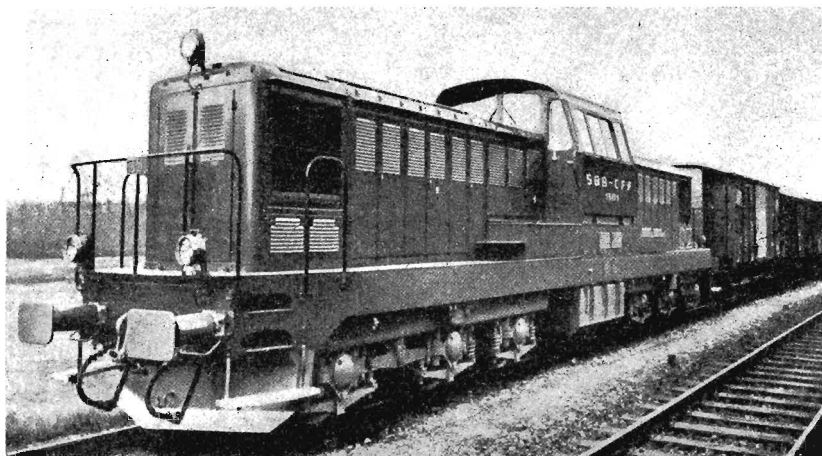
When construction of the plant began in 1943, there were 25 miles of track in the area. Today, there are 150 miles of track on which run eight diesel-electric locomotives. Three connecting railroads serve the plant. Materials are hauled by these lines to, but not inside, the project. At the barricade, all materials being received have to be moved in by plant locomotives on plant track.

Gotthard Line Bridges

ON the opening in Switzerland of the Gotthard main line in 1880, there were 101 underline bridges or viaducts with steel girders carrying the tracts. Since then, with the average weight of the trains more than doubled, greater density of traffic and higher speeds, many have been renewed entirely in stone or reinforced concrete. The biggest remaining viaduct is Karstelenbach, between Amsteg and Wassen. Some years ago, the two main spans, each about 210 feet long and 180 feet above the valley, were strengthened with inverted bowstring trusses. Designs are now complete for the reconstruction—in the unspecified future—of this viaduct with two reinforced concrete arches of considerable size to replace the existing steel spans, a work of considerable magnitude.

Examining Railway History

A course of lectures designed to examine railway history "from the inside" is being given, under the auspices of the University of Birmingham, at Snow Hill, Wolverhampton, U.K. The course deals with contemporary sources of facts, including parliamentary material, official railway material, local records, etc., and non-contemporary sources such as books, newspapers and periodicals. Methods of research also will be discussed.



Sulzer 1,700 h.p. diesel for transfer and heavy shunting duties on the Swiss Federal Railways. Such a locomotive can haul a 1,100-ton train at about 12 m.p.h. on a 1 in 100 grade continuously.

AMONG OURSELVES . . .

Man With Many Interests

FEW railwaymen have had the varied career of Mr. A. W. Keown, Superintendent of the Refreshment Services Branch, who retired recently after 33 years' service. After leaving the Gordon Technical College, Geelong, where he studied art, architecture and building construction, he was a lithographic artist when he came to Melbourne. Later he became articled to a firm of architects, and continued his studies at Melbourne University.

World War One interrupted his career. He was severely wounded in the landing at Gallipoli. On his return to Australia he was a Staff Sergeant-Major on the instructional staff and later was commissioned as area officer. He wrote the history of the famous 5th battalion—*Forward With The Fifth*.

He then entered the advertising business, to become President of the Institute of Advertising and a Council member for several years. He was also an advertising instructor at the Y.M.C.A. Mr. Keown came to the Department as advertising manager, was appointed Assistant Superintendent of Refreshment Services in 1929, and nine years later became head of the Branch on the death of Mr. W. D. Bracher.

During the last war, he was loaned to the Commonwealth Government for three years to supervise food services in government factories throughout Australia. He undertook for the Commonwealth and Western Australian Governments surveys of refreshment services and hostel accommodation.

Mr. Keown is a foundation member

of the William Angliss Food Trades School Council, has been a member of the Council of the Emily McPherson College for 26 years, and is a senior member of the Mt. Buffalo National Park Committee.

An enthusiastic and active skier, Mr. Keown was instrumental in introducing to Victoria the first foreign skiing instructors for Mt. Buffalo. The Ski Lodge at Dingo Dell has been named after him.

His farewell gifts from the Branch were a radiogram and a silver entree dish.

Grew Up In The Branch

MR. H. L. KENNEDY, who succeeds Mr. Keown, joined the Department in 1914 as a junior clerk in the Audit Branch. He transferred to the Refreshment Services Branch in 1920 when it was in charge of Mr. C. J. Harris, father of a former Chairman of Commissioners, Mr. N. C. Harris. In 1927 he was loaned to the Secretary's Branch to assist the Indoor Organization Committee in its investigations. He returned to the Refreshment Services Branch in 1928 as Assistant Provodore, and was appointed Provodore in 1935. In 1938 he became Assistant Superintendent of the Branch, and was Acting Superintendent when Mr. Keown was on loan to the Commonwealth Government during the last war.

In 1954, Mr. Kennedy went overseas to investigate latest developments in refreshment services. Fruits of his mission were the restaurant cars, special refreshment service in the parlour car attached to *The Daylight* and automatic vending machines at the main metro-



Mr. Kennedy

politan terminal stations. Mr. Kennedy is extremely well equipped to take over the control of refreshment services as there is not a phase of this work with which he is not familiar. He is also a qualified accountant, company auditor and secretary.

Mr. Kennedy has been an active worker for Red Cross for many years. He is a member of the Stores Committee, a former chairman of the Victorian Division, and is chairman of the Emergency Service Catering Sub-Committee. In the last war he wrote a 9,000 word chapter on provodoring for the Society's war book.

He finds recreation in golf and bowls, being a member of Southern Golf Club and Gardiner Bowling Club.

W.A. Retains First Aid Title

FOR the third successive year Western Australia won the Australian Railways' first aid competition held in a delightful setting at Lane Cove National Park, Sydney. The winners were very consistent in every phase of the work. Victoria, represented by Accountancy Branch Clerks E. W. H. Wensor, H. F. O'Brien, H. A. Barker, E. W. Hall, and patient, R. A. Wood, did very well in the two major events—improvised and supplied material—gaining the highest marks in both, but finished third, 19½ points behind the winners, and within 4½ points of the second team. Guard H. P. Isaac, of Ararat, finished in third place in the individual championship, only six points behind the winner.

The Victorian team and individual representative had a solid preparation for the interstate finals. In the six weeks preceding the championship, the Victorians practiced from five to six hours each week in their own time.



The A. W. Keown Ski Lodge

Results—Teams Challenge Shield: Western Australia (412½ pts.), 1; South Australia (397½), 2; Victoria (393), 3; Queensland (377½), 4; Tasmania (371½), 5; New South Wales (341), 6. Individual Championship: L. A. Roberts (S.A.), 153, 1; J. R. McIntosh (Q'land), 149, 2; H. P. Isaac (Vic.), 147, 3; T. Barlow (Tas.), 146, 4; G. A. Goode (W.A.), 145, 5; A. J. Hammond (N.S.W.), 127, 6.

Presentation of awards was made by the N.S.W. Railways Commissioner (Mr. N. McCusker) at a dinner at the Sydney Railway Institute. Present were the Minister of Transport (Mr. A. G. Enticknap) and the Secretary of the N.S.W. Railways (Mr. W. A. Anderson).

V.R. Olympic Team.

THE Department had strong representation at the Olympic Games in Melbourne last month. Apart from supplying the manager of the Australian team (Mr. W. T. J. Uren), the Department provided 17 officials for various events, and a competitor in slow-fire pistol shooting, Assistant Engineer Rod Johnson, Plant Engineer's staff, Newport Workshops.

Railway officials were—Yachting: Assistant Engineer R. Bartholomew, Track and Drainage Division, Way and Works Branch; Sub-Foreman R. W. Abberton, Newport Workshops; Engineer A. L. Trewin, Newport Workshops; Fitter N. Wroughton, Newport Workshops; Driller A. G. Outten, Boilermaker A. R. Case, Newport Workshops; Athletics: Signal Adjuster E. D. Easthan, Way and Works Branch; Test Inspector J. G. Jude, Newport Workshops. Field Games: Electrical Fitter S. J. Fraser, Rolling Stock Branch. Pentathlon: Electrical Fitter R. McIlroy, Rolling Stock Branch. Wrestling: Clerk S. Mahoney, Stores Branch; Repairer W. Reichelt, Way and Works Branch. Boxing: Goods Checker A. Bailey, Dynon, Leading Shunter R. H. Ireland, Melbourne Yard. Swimming: Leading Hand G. L. King, Way and Works Branch. Shooting: Boilermaker R. Horgan, Newport Workshops. Women's field events: Miss L. Neville, V.R.I. staff.

In addition to retired railwaymen mentioned in last month's *News Letter*, who had official positions at the Games, Mr. Bert Guyot was a sectional team manager.

Followed In Father's Footsteps

A stationmaster's son, Mr. A. M. Stedman, who was recently appointed Traffic Branch Staff Officer, was keen from boyhood to become a railwayman. When he left school he joined the staff of a local bank to get a little clerical experience, but railways were in his blood and he was the happiest boy in Port Fairy the day he was advised that he could enter the Department as a junior clerk. His first appointment was at his home town, where his father was stationmaster. The lad he succeeded there

was Norman Quail, now a Railways Commissioner.

After being at Port Fairy a year, Mr. Stedman was transferred to Middle Park and gained further station clerical experience at Albert Park and Yarraville, before joining the Metropolitan Superintendent's relieving staff. For the next three years he saw a great deal of the suburban system. He came to the Traffic Staff Office in 1921, his first job being to assist in the introduction of the first Railway Classification Board's award as it applied to hours and conditions of staff. He has had extensive experience of all phases of staff office work and is well equipped for his present position.

For 17 years Mr. Stedman was a slow bowler for the Regent Presbyterian team in the Northcote—Preston Presbyterian Cricket Association. Now he gets his recreation with the gun. His companion on his shooting expeditions is his English setter, Roger.



Mr. Stedman

Railway Debaters

HIGHLIGHTS of the V.R.I. debating team's activities this year was a keen contest with Pentridge prisoners at the gaol. The subject was—"Should the control of the Olympic Games be the responsibility of the State?". The railway debaters—Messrs. T. Howe, F. Flanagan and N. Bell—took the affirmative. Pentridge representatives were adjudged the winners by one point, a decision warmly applauded by more than 90 prisoners present. It was a nice sporting gesture by the winners to praise the debating skill and enthusiasm of the railway debaters. The latter were pleased with their performance as the Pentridge team has had a most successful season—from the debating point of view.

Mr. Trevor Howe, who is general secretary of the Debaters' Association of Victoria, says team strength this year has risen from 26 to 32. Debating has been introduced in the schools (10 teams have been formed) and it is planned to co-ordinate all debating activities in Victoria. Victoria did well in the Australian

debating championship held in Melbourne. It shared the honours with Western Australia with two wins, but lost the grand final by a two to one adjudicators' verdict.

The V.R.I. team stages monthly debates at the V.R.I. and, to gain further experience in the art of public speaking, members try conclusions with other organizations. Mr. Howe asks railwaymen keen on debating to get in touch with him (Auto. 1580). It is not necessary to be a trained speaker; those with no knowledge of debating will be coached.

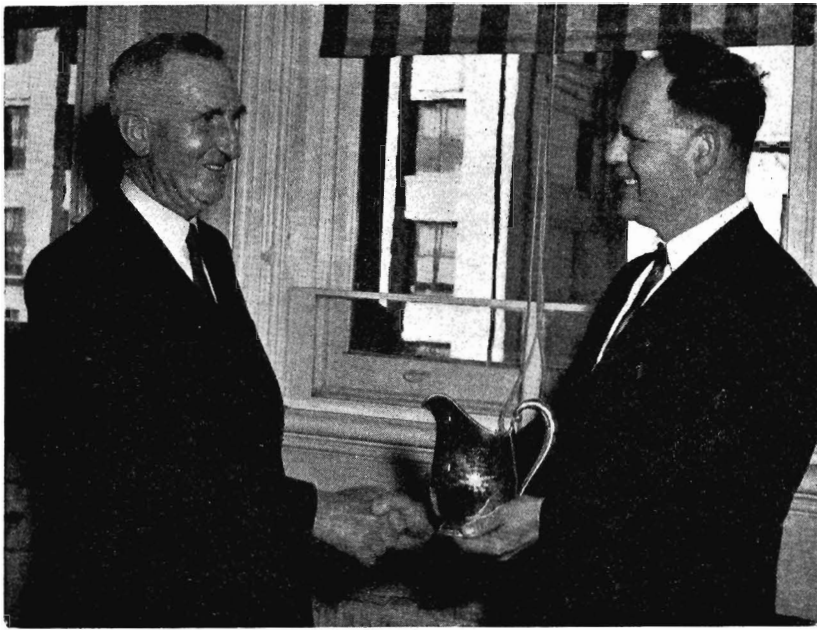
Library Developments

V.R.I. Library's technical section is expanding since the re-constitution of the Technical Library Advisory Committee, comprising Messrs. H. Chapman (Rolling Stock Branch), E. Evans (architecture, Way and Works Branch); L. Flower (Electrical Engineering Branch); F. Morrison (signal engineering, Way and Works Branch); C. Mulcahy (Accountancy Branch); K. Warnock (civil engineering, Way and Works Branch); W. E. Elliott (General Secretary) and N. D. Wilson (Librarian). At the time the committee was established, the technical section was not used to any great extent, the total number of books exchanged in 1954-55 being 737. The popularity of technical books is now on the up grade. Last year exchanges increased by 63 to a total of 800. Seventy volumes were bought for the section, and of these 63 were recommended by the committee. Nine general works were obtained to meet specific requests. A check of borrowers using the section discloses that these comprise craftsmen (32 per cent), Traffic Branch staff officers (25), professional officers (14), clerical staff (13), drivers (9) and foremen (7). Every member of the committee has devoted a great deal of time to his particular section to effect the greatest possible improvement.



Rev. L. L. Nash congratulates Engineer R. K. Turnham, Telephone and Telegraph section, Way and Works Branch, after his marriage to Miss Marjorie Lack, whose father is a former Traffic Branch clerk. The wedding took place at St. Augustine's Church of England, Brunswick.

Photo: J. Anderson



Railway career of Mr. W. J. Randles, Metropolitan Rolling Stock Superintendent, is another illustration of how apprentices can rise to senior positions in the service. He joined the Department as an apprentice fitter and turner, and after finishing the course became a fitter at Wonthaggi. Promoted to foreman, he was at Newport Workshops and Bendigo before rising to district rolling stock superintendent at Seymour. After 11 years there, he became Metropolitan Rolling Stock Superintendent, a position from which he retired recently. At his farewell at Head Office he was presented with pieces of furniture for his garden and a silver jug, the latter being handed to him by Mr. G. F. Brown, Chief Mechanical Engineer (right).

Books For New Australians

AN international section of the Library has also been established. Although the Department provides New Australians with every facility to improve their knowledge of English, it is recognized that books in their own language are necessary for recreational reading. It was, therefore, decided to make a start by purchasing a number of books in the Italian language. The international section will be augmented from time to time.

Further library improvement plans include fluorescent lighting and re-painting of the rooms.

Thanks

FOR co-operation in arranging a special train to Yallourn and Morwell for delegates who attended the 29th annual conference of the Australian Automobile Association in Melbourne. "Our interstate visitors were most impressed by the courtesy and efficiency of railway staff and the organization left nothing to be desired."

—N. McPhee, General Manager, Royal Automobile Club of Victoria

"To Spencer Street Station staff for their kindness and service when I came from Camperdown to consult a Melbourne eye specialist. Railwaymen at Spencer Street conducted me to a seat until a friend arrived, and when I was going home I was escorted to my seat in the train."

—D. C. Tucker, Scott Street, Camperdown

For the Warrnambool-Melbourne train arrangements for teachers and students of Warrnambool Technical School.

—Miss D. McK. Vickers, Head Mistress, Warrnambool Technical School

For the successful diesel rail-car excursion to Bayles and Yarram. "We were particularly impressed with the arrangements for serving midday and evening meals to 70 passengers at Korumburra. The speedy and efficient service reflected great credit on Refreshment Services Branch staff."

—M. C. G. Schrader, Hon. Secretary, Australian Railway Historical Society (Victorian Division).

No. 1

IT was not surprising that Albert Alfred Smith, No. 1 electric train driver who drove the *Harris Train*, with a large number of guests aboard, to Broadmeadows after the naming ceremony at Spencer Street station, became a railwayman. His mother was a gate-keeper, and his father a repairer (he was special ganger when he retired). Later, when the family moved from Healesville to Molesworth on the Mansfield line, Mrs. Smith was in charge of that station, and when she died the duties were taken over by her two daughters, May and Elsie.

Driver Smith joined the railways as a lad labourer, under Works Master Reid, at Spencer Street in 1908. He transferred to the Rolling Stock Branch

the next year and later fired steam locomotives on the suburban system in pre-electrification days. He was appointed a driver at Benalla in 1920, and was at Ultima, Camperdown and Geelong before becoming an electric train driver in 1933. He served with a railway unit in France and Belgium in World War One.

Mr. Smith, who retired recently, will spend most of his time gardening at his Box Hill home and motoring.

Korong Vale Identities Retire

TRAIN Examiner Bert Gibson and Driver-in-charge Paul Whitfield, of Korong Vale, who retired recently had a combined total of 92 years' service. Mr. Gibson had been stationed at Korong Vale for 32 years, and Mr. Whitfield for 29. The former, a Justice of the Peace, was A.R.U. branch secretary for 21 years, A.R.U. conference delegate for 25, secretary of the V.R.I. sub-centre, a member of the local branch of the R.S.L., the Rural Fire Brigade and Community Sports Centre and treasurer of the local Korong Vale Progress Association. Mr. Whitfield was a member of the Green Bowls Club, and a V.R.I. carpet bowls enthusiast. At a farewell at the V.R.I. sub-centre, each was presented with a travelling rug and a wallet of notes.

POSTERS

This poster, displayed on most country stations, was part of the railway's publicity campaign to urge users of superphosphate to order their requirements for delivery before Christmas when truck supply is ample.

SPORTS

Interstate Cricket Team

A strong and representative team has been selected to play for Victoria at the Australian Railways' cricket carnival in Sydney this month. All systems will be represented. Victoria holds the Commissioners' Shield and the Mick Simmons Cup. The Victorian team is as follows: Guard C. Hovey, capt. (Geelong); Clerk K. Carmody, vice-capt. (Caulfield); Clerk E. Barnes (Refreshment Services, Flinders Street); Clerk J. Culliver (Reclamation Depot, Spotswood); Suburban Guard L. Edwards (Flinders Street); Storeman L. Fisher (Geelong); Apprentice Car Builder R. Greene (Newport Workshops); Car Builder J. Heffernan (Newport Workshops); Electrical Fitter L. Hill (Flinders Street); Clerk W. Huntington (Commercial Branch); Car Builder R. Jenkins (Newport Workshops); Apprentice Upholsterer L. Swanson (Newport Workshops); Clerk K. O'Shannassy (Commercial Branch); Driver J. Williamson (North Melbourne Locomotive Depot). The official party comprises Messrs. W. J. Crowe (manager); W. J. Donald (Institute representative); A. Driver (property steward); W. Clanchy (scorer); L. Harding (president V.R.I.C.A.); and D. O'Donnell (vice-president, V.R.I.C.A.).

Keen Cricket

AS the teams appear to be evenly matched, this season's cricket competition for the Commissioners' Cup should be most interesting. Geelong began well by defeating the strong Flinders Street team. Up to the present, Carmody (Suburban Lines) and Darcy (Geelong) have been outstanding batsmen, while Jenkins (Flinders Street) and L. Fisher (Geelong) have performed well with the ball.

Football Carnival

ALTHOUGH the inter-system football carnival will not be held in Melbourne until August next year, organizing has begun. In addition to the strong Australian rules States (Western Australia, South Australia and Victoria), Commonwealth will be represented, and it is hoped to get teams from New South Wales and Queensland.

Bowls Season

AN interesting programme has been drawn up by the V.R.I. Social Bowling Club for the 1956-57 season, which began in November and ends in April. Nominations have been called for the team to represent Victoria at the bowls carnival in New Zealand in 1958. A preliminary selection of 32 players will be made so that ample time will be available to prepare for the trip. New Zealand defeated Victoria in Perth last year and are the present holders of the Denniss Cup and Commissioners'



Driver H. Casley batting for North Loco Depot in the opening match against Suburban Lines in the Commissioners' Cup competition at Royal Park. Left to right: Apprentices B. Caldwell and L. Swanson, and Fitter W. Carson.

Shield. It is felt that Victoria will be able to select a very strong side capable of winning the championship, even though the New Zealanders will be playing on their home greens. Mr. L. J. Williamson, Comptroller of Accounts, who has been president of the Social Bowling Club since it was formed in 1948, has been re-elected. Vice-presidents are Messrs. H. Watts and E. C. Woolcock; hon. treasurer, Mr. G. H. Bennett; committee, Messrs. F. A. Deller, H. T. Gale, W. K. Jarvie, H. Joliffe, C. Wilson; selection committee, Messrs. W. E. Elliott, H. Joliffe, L. J. Williamson; hon. secretary, Mr. W. E. Elliott.

Snooker Success

THE V.R.I. Billiards Club recently won the A grade snooker premiership of the Melbourne Clubs Amateur Billiard Association. Brunswick, the favourites, were defeated—seven games to five. All V.R.I. players did well, but the outstanding performance was that of Booking Clerk Jim McKane, of Flinders Street, who defeated champion billiardist Tom Cleary.

New Railwaymen's Sport

FURTHER progress has been made by the international group, appointed by the Council of the V.R.I., to provide suitable recreation for the growing number of New Australians in the Department. As cricket and Australian football are, of course, not played on the Continent, and such sports as tennis and golf are not the sports of the masses, the group has selected popular European games like soccer, volleyball and basketball for the new railwaymen. Since a general committee was formed to launch the scheme, basketball players are practising in the

V.R.I. gymnasium on Saturday afternoons, and negotiations are in progress with the Melbourne City Council for the use of a suitable ground for soccer.

Christmas functions arranged for New Australians and their families included a social night of concert items and folk dancing at the V.R.I., and a special treat for the children.

Italian Soccer Team

ARARAT has a complete soccer team—even to a reserve. The players are new Italian railwaymen. They felt at home on arrival when they met Vincenzo Pierorazio, who has been at Ararat for five years. "Baby" of the group of New Australians is Mario Miccoli, a former student of Trieste University. The team includes a motor cycle racing driver, a transport driver, two former police force mechanics and another who served in the Italian Navy. Within a few days of their arrival in Ararat they challenged local soccer players to a match.

According to their guide, philosopher and friend, Driver R. A. Blachford, the Italians are settling in well, are learning English rapidly and show signs of early assimilation in Ararat's sport-minded population.

THINGS THEY SAY

Too many people who have passed their driving tests think they can pass anything.
—Derek Wingrave

* * *

A bounder is the sort of chap who follows you into a revolving door and comes out first.
—William Hickey

1957

Terminating dates of Pay Fortnights shown in Red

Public Holidays shown thus—○

(Good Friday 1958—April 4)

1957

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

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY



1957



THE MONTH'S REVIEW

The Railways At Work

IN an address delivered at the annual conference of the Victorian Regional Group of the Royal Institute of Public Administration, Mr. G. Rogers, Deputy Commissioner, gave members a vivid picture of the railways at work. After briefly outlining the history of the Department, and reviewing the events that led to the introduction of *Operation Phoenix*, Mr. Rogers impressed his audience with the size of the job done by the railways despite the many obstacles with which they had to contend. One of the main difficulties at the present time, he said, is the loss of revenue caused by unrestricted interstate competition of road hauliers. This has been estimated at over £2 million annually. To counter it, more freight contracts at competitive rates have been made, the use of freight containers extended and bulk loading by forwarding agents encouraged. Over 220,000 tons of goods between adjoining States is now being handled annually by the agents and rail users holding freight contracts. Competition in the passenger field is being met by the provision of more air-conditioned cars. Special race trains with these cars and dining facilities are increasingly popular with patrons. As an illustration of suburban traffic problems, Mr. Rogers pointed out that nearly half of the morning travellers arrive during a period of less than 30 minutes.

Preventing Accidents

IT is essential to make rules on safety because there are many things which are not obvious but which create hazards. And the ordinary person cannot be expected to recognize them," said Mr. R. E. Tugman, M.B.E., Safety Director of Imperial Chemical Industries, U.K., when recently addressing a gathering of the Commissioners, Heads of Branches, and members of the Safety Council.

Accident prevention, Mr. Tugman believed, started with the railways, and the railways were the founders of the Safety First movement. He contended that all accidents are avoidable and safety is primarily the management's function.

Other points made by Mr. Tugman were:

Management has to provide safe working conditions so that the ordinary person doing his work in the ordinary way is not liable to be injured unnecessarily. This required adequate and well-trained supervision.

Adequate staff training is necessary so that each one knows the intricacies and hazards of his job. Everyday accident prevention is largely a human factor; only to a small extent is it a physical factor. Three out of every four accidents happen because of failure

to obtain the full co-operation of the work-people.

This co-operation can be obtained by top management demonstrating its interest in accident prevention, and by inspection and immediate correction of matters which are not right.

The help and support of trade unions must be enlisted. Even their sympathy is most helpful.

Finally, there is propaganda, in the form of posters, photographs, bulletin boards, and by holding, every now and then, a Safety Week.

Mr. Tugman closed by saying that the Department has excellent material to work on, people who will respond, and he foresees that we will improve our record very much. He stressed that we cannot look for spectacular results, but must aim at steady progress in reducing the number of accidents.

Car Washing

THE flail machine used at Jolimont for washing old suburban cars is to be duplicated, and the mechanism elaborated to give transverse movement to accommodate varying car widths. Improved mechanical sprays for pre-wetting, detergent and alkaline application will also be installed. At present the machine cleans one side only, the rubbing action on the other side is done by men using brushes.

When extensions are completed, the flail equipment will wash daily eight trains of seven cars. It is expected that the work will be completed this year.

Plans are also in hand for the installation of rotary vertical brushes to clean the new streamlined *Harris Trains*. They are used overseas for cleaning flush-panelled steel cars. When installed, the brush plant will wash daily six *Harris Trains* of seven cars each, and country modern cars as required.

Deer Shoot Target

THE Department supplied not only a large number of officials for various events at the Olympic Games but also constructed the bogie and carrier frames for the Olympic running deer shoot. Assembly working drawing was supplied by Southern Command, from which Newport Workshops' Drawing Office prepared detailed blueprints. Bogie and carrier frames were built in the Steel Construction Shop, and the trolley wheels were moulded in the Foundry from a pattern of those on the trollies used on the Welshpool jetty. Machining of wheels and axles was done in the Machine Shop, and marking-off and assembly of the unit by Plant Division staff. Track and sandbag emplacements were supplied to a Southern Command drawing.

Travel Conference

SIXTH annual conference of the Pacific Area Travel Association, which will be opened by the Prime Minister (Mr. R. G. Menzies) in Canberra this month, will be attended by 150 delegates from Pacific region countries. Miss Olive Norman, of the Tourist Bureau staff, who is well informed on transport and schedules, will take charge of an information and transit office, which will be established at the Hotel Australia, Sydney, and will operate for about five days before the conference begins. She will then move to Canberra and act as hostess to the wives of delegates. Experienced Bureau officer Mr. G. E. Hindle will assist delegates in the movement to and from Sydney and advise them on the best tours to make before and after the conference.

Nothing New Under The Sun

EARLY in life, 12 year-old Peter Reynolds, son of Mr. L. A. Reynolds, Chief Civil Engineer, has discovered that there is nothing new under the sun. When some American railroads introduced the "pick-a-back" system of goods transport as the railway answer to road transport in U.S.A., most railroaders imagined that the idea was new and that the enterprising Americans were first in the field to exploit it.

Peter Reynolds came across an announcement by the British Post Office on May 22, 1838, that "pick-a-back service" was tried in those early days. The quotation reads: "The mails to Holyhead, Manchester, Liverpool, and Carlisle are to be dispatched tonight for the first time by the London and Birmingham Railway. The coaches are to be drawn by horses to the terminus at Euston Square, and there to be placed on trucks and so run on the railway, retaining their coachmen, guards, passengers and so on, and only requiring horses when they reach the end of the railway to proceed on to their respective destinations. Dispatching the mails by this conveyance will accelerate the arrival of letters to a great part of England and Scotland by about two hours".

FRONT COVER

This apprentice at Newport Workshops is typical of the good type of youth being attracted to the service. Last month 188 metropolitan and country lads began railway apprenticeships in various trades. They have the ball at their feet, for they will receive the highest standard of training, and top positions in the Department will be open to them.

HOSTS TO ROYALTY

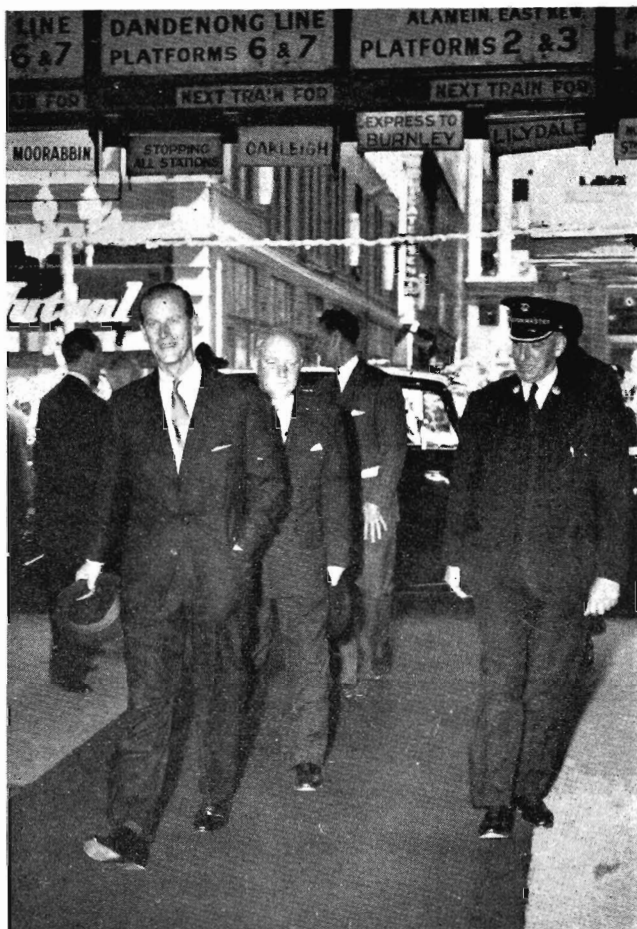
FOR the second time within three years, the Victorian Railways have had the honour of providing a special train for His Royal Highness the Duke of Edinburgh.

His Royal Highness travelled by train to Morwell to officially open the Gas and Fuel Corporation's gasification plant and to visit Australian Paper Manufacturers Ltd. No. 2 Mill at Maryvale.

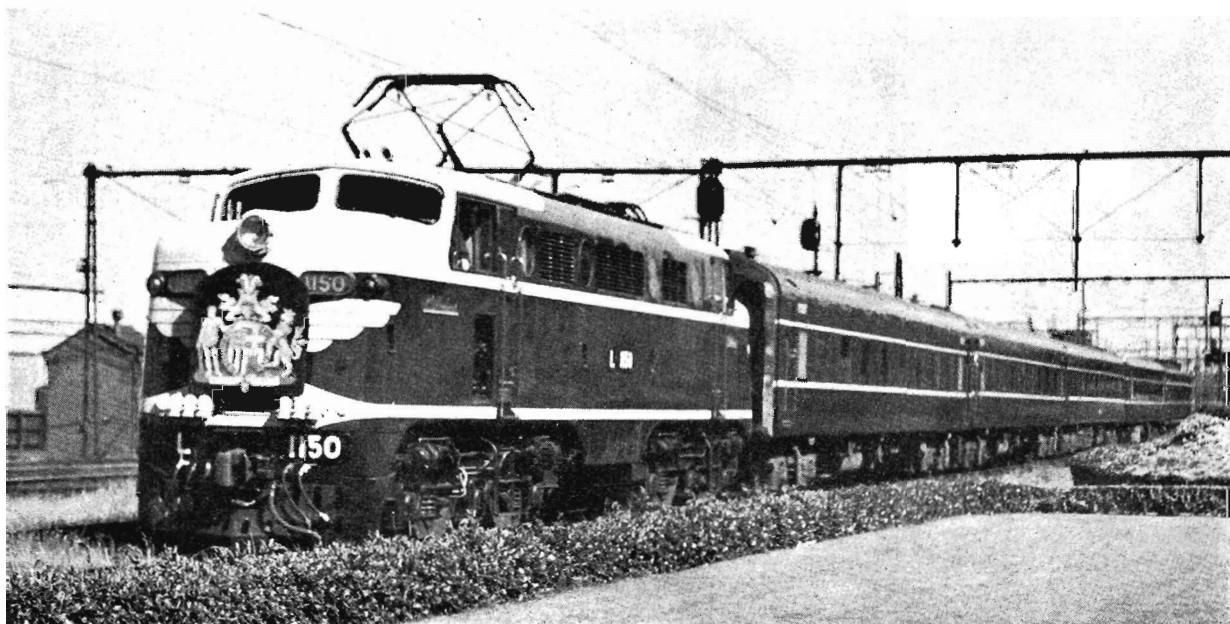
The Royal Train included No. 4 State Car and His Royal Highness sat on the observation platform during the run to Morwell so that he could see, and be seen by, the children along the route.

Others cars were the new luxury-type saloon carriage (now running on *The Daylight*) and *Spirit of Progress* dining car. The train was hauled to and from Morwell by L 1150, *R. G. Wishart*, which carried the Duke's coat-of-arms on the front. This is the first occasion on which an electric locomotive has hauled the Royal Train in Victoria. A T class diesel-electric locomotive was utilized over the rail section linking the A.P.M. siding with the main Gippsland line as this is not electrified.

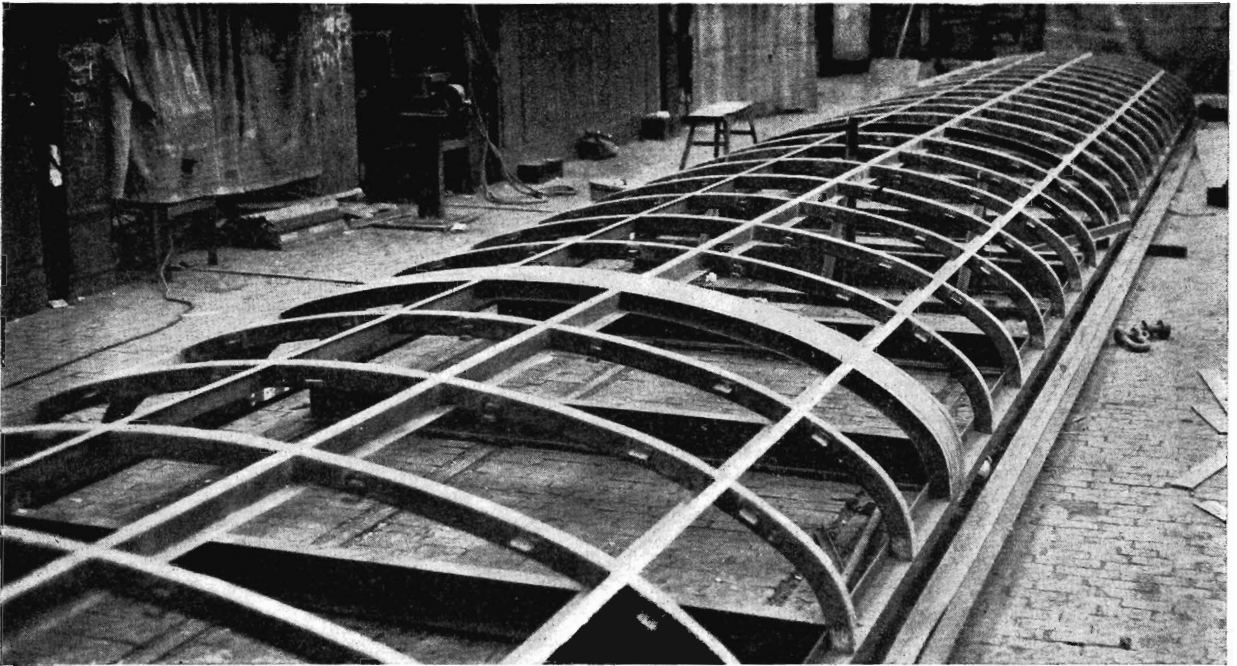
A special express train conveying Gas and Fuel Corporation executive officers and guests preceded the Royal Train to Morwell.



His Royal Highness the Duke of Edinburgh, closely followed by Sir Arthur Warner, Minister of Transport, is escorted to the Royal Train by Stationmaster W. A. Boyd.



The Royal Train on its way to Flinders Street where the Duke of Edinburgh entrained.



The sub-assembly of the roof consists of steel pressings welded together. The lugs on the cross members are for securing the inside lining.

NEWPORT BUILDS SALOON CARS

*F*IRST of the 26 new Z class country cars now under construction at Newport Workshops recently went into service on The Daylight. Allotted the last letter in the alphabet, the new car is also the last word in comfort and luxury. No effort has been spared by Departmental engineers to ensure this.

OF similar design to the sitting cars on *The Overland*, the Z car is a distinct departure from the usual V.R. car, as, being the saloon type, it lacks the compartments that, for many years, have been a feature of the Department's country rolling stock. Only partition is of glass—separating the smoking from the non-smoking section.

Of all-steel construction, the car is, of course, air-conditioned. The internal finish is veneered panelling. Hair felt is cemented to the steel sheeting and there are four layers of crinkled aluminium foil between the felt and the interior panelling. Cork is used under the masonite floor sheeting, with rubber linoleum and carpet on top. The ultimate effect is an almost noiseless car, well insulated against heat and cold.

The individual seats are the adjustable, reclining type, with footrests; and are reversible. Wide, landscape windows, together with the absence of compartment partitions, give excellent views, and an air of spaciousness to the car.

Other amenities include electric heaters at foot level, a public address system, chilled drinking water and card tables. In place of photographs, the car is decorated with four reproductions of Victorian landscape paintings.

Giving passengers the utmost in travel comfort, together with all the safety and lack of travelling strain that is inherent in modern rail travel, the new car has a combination of features difficult to surpass.



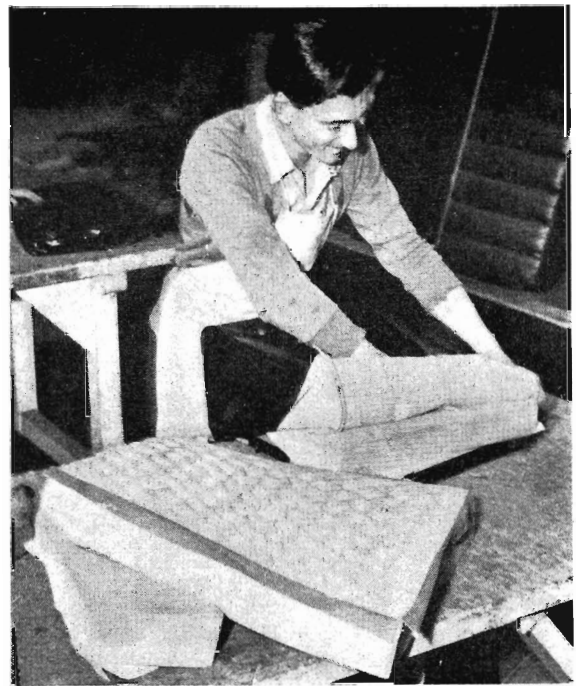
Showing the adjustable footrests, the grill of the electric floor heater and (on the seat arms) the buttons that operate the seat reclining mechanism.



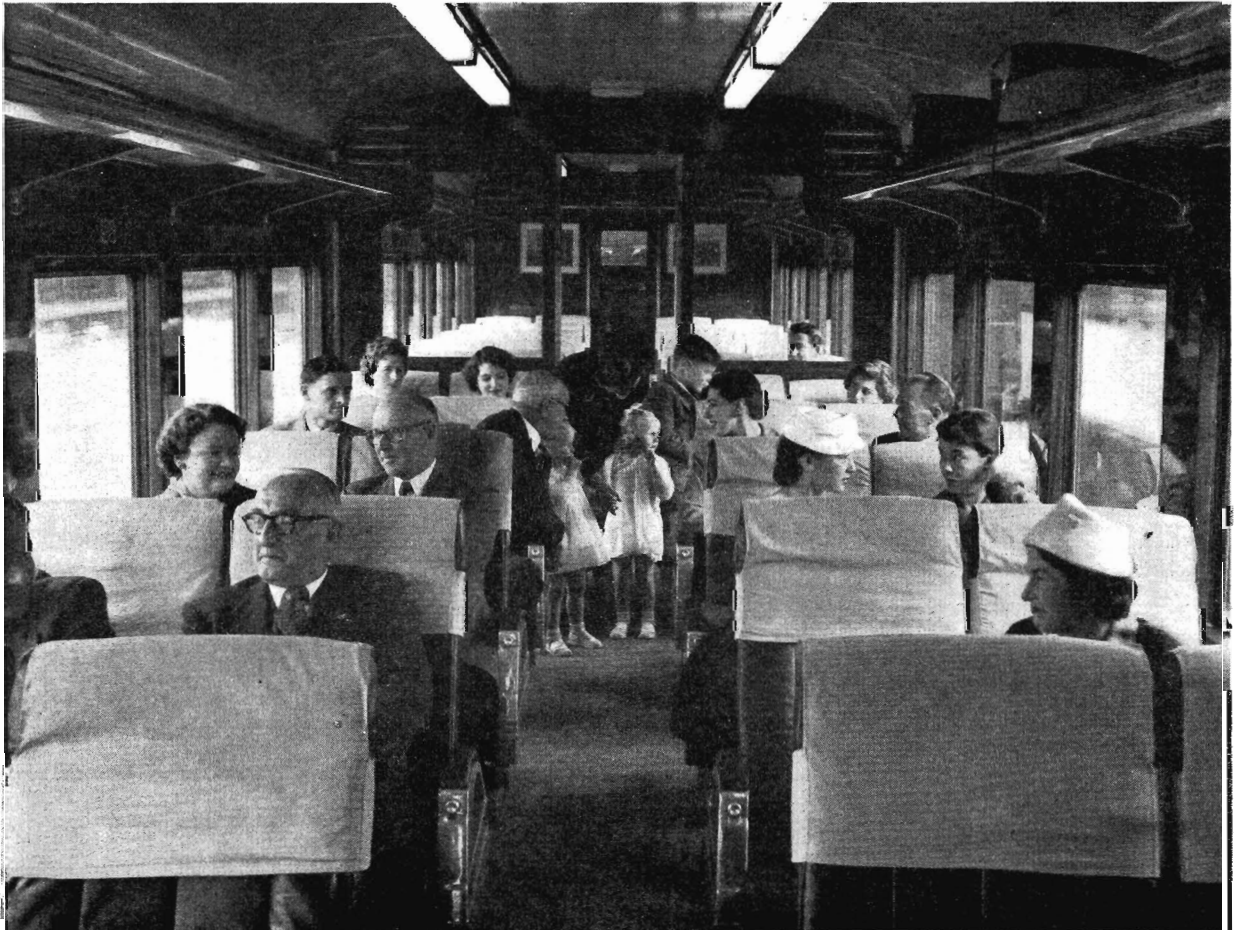
Boilermaker C. Britt at work on the end doorway of car 2 BZ.



Car Builder J. Bell fitting moulds to the cross partition. Selected and matched walnut veneers are used throughout the car. A section of the hair felt that insulates against noise can be seen on the upper right.



Apprentice Upholsterer B. Hocking attaching cover to the seat of an AZ car. Seats are of foam rubber covered with fluted blue leather.



Interior of car 1 AZ. It seats 48.



Hamilton station displays its name prominently above the entrance.

HAMILTON

WESTERN DISTRICT CENTRE



Grey Street is Hamilton's shopping centre.

IMPORTANT railway junction township of Hamilton virtually began with the building of an inn on the southern bank of the Grange Burn, a creek named by Major Mitchell when he passed over it in 1836.

In the following year, the earliest settlers arrived at The Grange, as the settlement was called until 1851 when the name of Hamilton was adopted. In 1839, a more pretentious hotel was built. This was the Victoria Hotel, the original bluestone portions of which are still perfectly preserved.

Squatters rapidly filled the district and, by 1846, hundreds of occupancy licences had been granted. The settlement at The Grange grew, too, for there was a natural ford over the creek and traffic between Melbourne and Portland went that way. The road down to Port Fairy diverged at a point not far from the ford.

The settlement was surveyed in 1856 and proclaimed a municipality in 1859. Ninety years later it became a city.

In 1877 the railway came to Hamilton with the building of the Ararat-Portland line. A branch from Braxholme to Casterton was opened in 1884 and others springing out from Hamilton followed—to Coleraine in 1888, Peshurst (1890), and Cavendish (1915). The latter two provided links with Warrnambool and Balmoral. A line branching from Heywood runs through to Mount Gambier, giving another connexion with South Australia's 5 ft. 3 in. lines. This line was the means of making railway history for Hamilton when, on Sunday, September 13, 1953, astonished residents and school-boys (particularly the latter) saw two diesel-electric locomotives haul *The Overland* through Hamilton on its way to Melbourne. A derailment on the main line was the reason for this.

Hamilton's train service today consists of two passenger trains daily to and from Melbourne (except on Saturdays

when there is only one from Melbourne), a local from and to Ararat daily with mails and newspapers, and one daily train to and from Portland. During the summer, there are Sunday excursion trains from Ararat to Portland.

Goods trains operate through Hamilton to and from Warrambool, Coleraine, Balmoral, Casterton, Portland, Mount Gambier and Ararat. Incoming trains are broken up and perishables and live-stock are dispatched by fast goods; the remainder goes by ordinary train.

Stationmaster R. R. N. Jamieson and a staff of 41 look after the traffic requirements at Hamilton.

Wool, chaff, live-stock, and dairy products are the main commodities handled by rail. There were 8,600 bales of wool dispatched last year, and about 10 trucks of chaff and hay a week. Sheep are the mainstay of the live-stock traffic—1,125 truckloads outwards and 55 inwards, besides all the through traffic. Cattle accounted for 456 truckloads outwards and 133 inwards. Total goods traffic outwards was 8,130 tons and inwards 33,883 tons.

Recently there have been a number of trainloads of pine logs from the South Australian border area passing through Hamilton on their way to Maryvale in Gippsland. In one week, 2,400 tons gross passed through in this way.

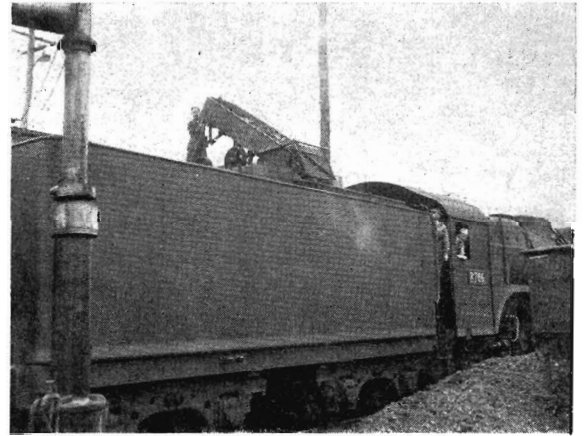
Hamilton Loco. Sub-Depot is actually situated at Coleraine Junction, about a mile from the station. Locomotives traveling between the depot and the station run over a section of the main line and, for this reason, locomotives must carry a staff. Hamilton is unique in the State for this. The staff section Hamilton-Coleraine Junction is one of the shortest on the system, while the adjoining one, Coleraine Junction-Branxholme, is one of the longest staff sections without any sidings in it.

Nine loco crews and seven shed staff have 10 locomotives under their care, about half of them being oil-burners. The sub-depot has outstations at Portland, Mount Gambier, Heywood, Casterton and Balmoral.

Works Foreman's and Road Foreman's depots and a refreshment room, with their staff, a storeman-in-charge, and electrical fitters round off the list of railway activity at Hamilton.



Station staff



Cooling a locomotive



A busy scene in the station yard



MEMORIES : Feel of the frame at Baddaginnie brought back memories to Mr. T. R. Collier, Chief Traffic Manager, on a recent Commissioners' tour of inspection of the north-east line. Thirty six years before, he had worked that frame as assistant stationmaster. Mr. Collier's rise to top position in the Traffic Branch is an example of how a young man can progress in the service.

SANTA SPECIAL : In a spectacular tie up between the V.R. and Myer Emporium, the sixth *Harris Train* carried Santa Claus, with shoppers and children, to Spencer Street, where they boarded buses for Myer's toy department. Trains ran twice from Ringwood, Dandenong and Frankston, and once from Heidelberg, Broadmeadows, St. Albans, Reservoir, Williamstown and Sandringham. Myers sold special tickets for the trip.





OLYMPIC GESTURE : An illuminated address was presented to Mr. E. H. Brownbill, Chairman of Commissioners, by two East African Railway members of Kenya's Olympic Games team—Miss M. E. R. Northrop (swimmer) and Mr. A. E. Mendonca (hockey player)—on behalf of the East African Railways and Harbours. Mr. G. Rogers, Deputy Commissioner, is at the right. Alderman R. S. Alexander, M.L.C., Chairman of the Kenya Olympic Association and manager of the team, was also at the ceremony.



RAJA ARRIVES : His Highness the Raja of Perlis (Malaya) and his wife, Raja Perempuan, arrived at Spencer Street in *The Overland* to attend the Olympic Games. They were met by the Minister of Transport (Sir Arthur Warner) who represented the Premier, and by Federal and State officials. The Raja thoroughly enjoyed his train trip.



John Batman

BATMAN'S HILL

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

BATMAN'S HILL, one of early Melbourne's landmarks, extended over the area now occupied by the Railways Administrative Offices and portion of the Melbourne Goods Yards.

The hill, a pleasant wooded knoll, 61 feet high, was situated on the north bank of the Yarra, west of Spencer Street.

Charles Edward Grimes, Surveyor-General of New South Wales, and members of his exploration party, lunched at the hill on February 4, 1803. This was the first known visit by white men.

In 1835, Batman and Fawkner began the establishment of the city of Melbourne. The former built a house at the foot of the hill, and brought his family from Van Diemen's Land (Tasmania) the next year. From about that time the spot became known as "Batman's Hill".

On Sunday, April 24, 1836, the first religious service by an ordained clergyman at Melbourne was conducted in Batman's house by the Rev. Joseph Orton, a Wesleyan Minister from Van Diemen's Land. The centenary of this event was celebrated on April 24, 1936, in a unique environment at a special ceremony directed by Ministers of Mr. Orton's church, in the office of the Chairman of Railways Com-

missioners. This office is situated within a few hundred feet of the scene of the original service.

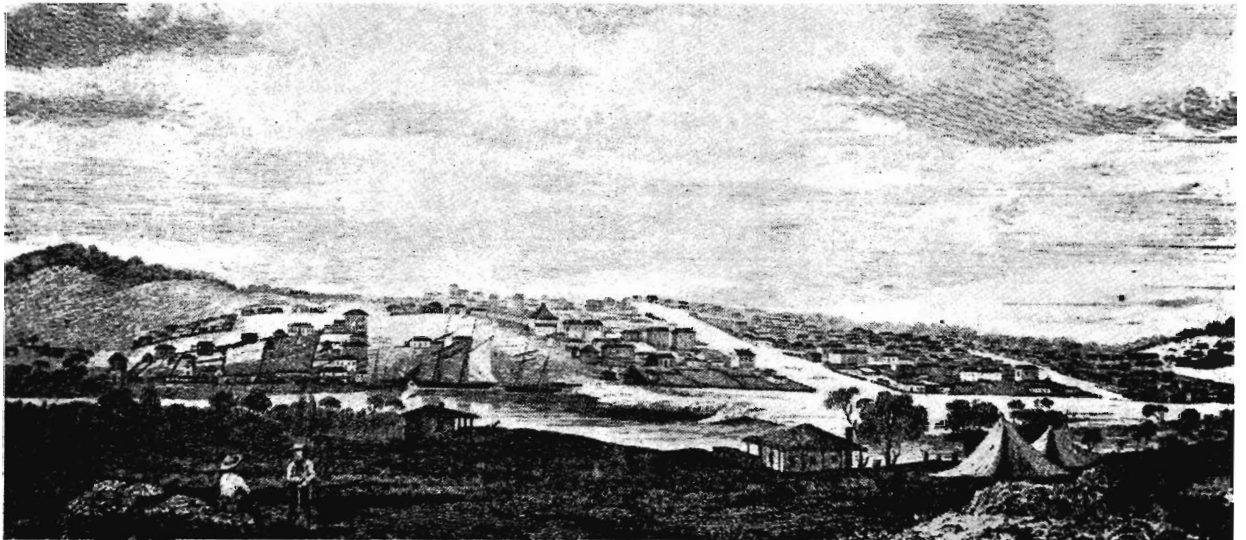
From Batman's Hill—a natural grandstand—the people viewed Melbourne's first race meetings. These were annual events in February 1837, and March 1838 and 1839. The "course" extended from the hill to near the present North Melbourne station.

John Batman died in 1839, and his home was requisitioned for Government offices in December 1841. Melbourne's first Mayor and Councillors paraded there on December 13, 1842, to pay their respects to C. J. LaTrobe, Superintendent of the Port Phillip District of New South Wales, after the swearing-in ceremony of the Mayor.

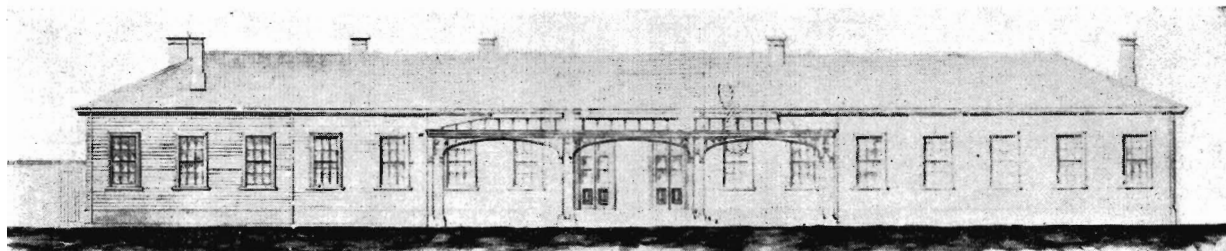
During the early 1840's, a trigonometrical station and river navigation beacons were erected on the hill top. Melbourne's first botanic gardens were formed there about 1844, but the locality proved unsuitable.

In later years, the spot became a popular resort, and from the middle 'fifties was a favourite promenade when the band of the 40th (2nd Somersetshire) Regiment played there on Sunday afternoons.

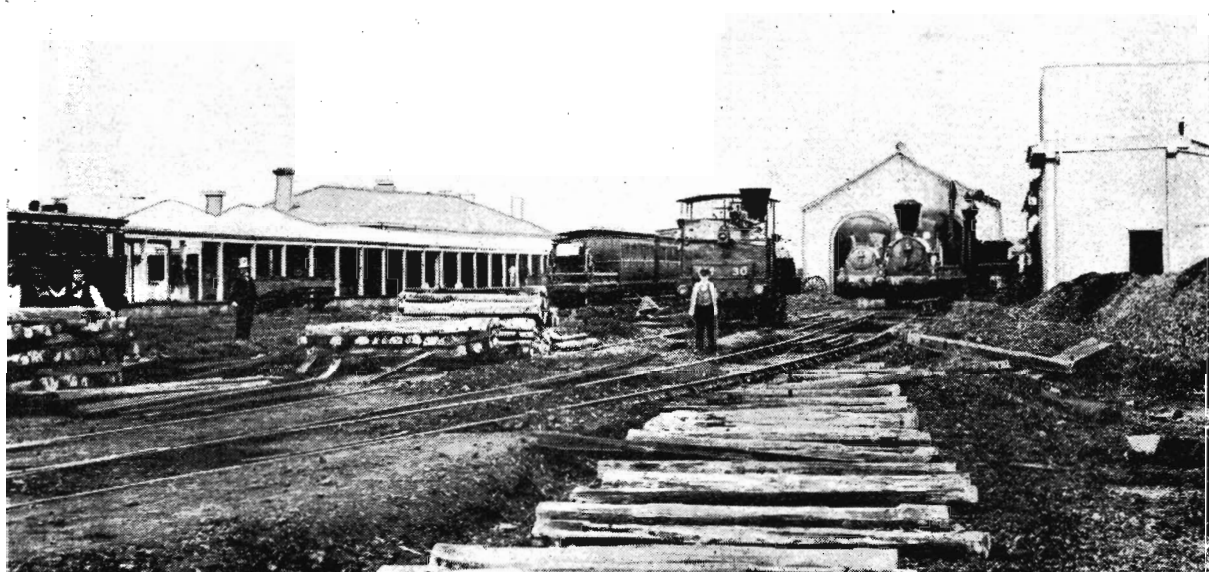
A Government gunpowder magazine and an immigration



Melbourne from the south side of the Yarra, 1839. Batman's Hill is at the extreme left. This is the earliest authentic picture showing the whole of the town. It is from a contemporary sketch by J. Adamson.



Street elevation of Batman's Hill station, taken from the original drawing.



Spencer Street station, about 1863. This is the earliest photograph of the station in departmental records. It shows the station as originally built.

depot were built at the base of the hill soon after the gold discoveries.

The hill formed part of the boundary of the general terminus for the railway companies authorized in 1853. Taken over by the Government three years later, the area became the Melbourne terminus of the Victorian Railways.

Batman's Hill station (later Spencer Street) was erected in 1858 of timber and iron. It was designed by Samuel V. Kent of the Engineer-in-Chief's staff as a temporary building to be replaced in future years by a more imposing edifice.

An entrance lobby in Spencer Street, opposite Little Collins Street, opened into the booking hall containing five ticket windows, then on to the platform, 540 feet long, from which both departing and arriving trains were worked. Roofed over for its entire length, the platform was considered to be an "excellent promenade". It exists today as No. 1 Platform, Spencer Street.

Opposite the booking hall were ladies' and gentlemen's waiting rooms; next to these a large refreshment room "fitted in most elegant style with handsome mirrors and decorations of tasteful description without any appearance of gaudiness"; and a coffee room where smoking was permitted. Beneath was an ample cellar for storing foods and liquors.

On the left hand side from the entrance and behind the

booking hall were the offices of the staff and the station-master's residence. Cab and omnibus stands were set in a yard at the north end of the building. Across from the station lay engine and carriage sheds, with the goods sheds 300 yards further down.

Thursday, January 13, 1859, was the big day for both the hill and the station when the Victorian Railways were inaugurated, with special trains to Williamstown and Sunbury. All public offices and most of the principal commercial houses in Melbourne were closed. From an early hour, people converged on Batman's Hill, overlooking the station. Before 10 o'clock, thousands had assembled in the area to witness the Governor's arrival and to cheer the departure of the trains. Batman's Hill station was profusely decorated with flags, streamers and greenery.

Public traffic began on the Williamstown line on Monday, January 17, 1859, and to Sunbury on February 10, 1859.

As traffic on the Victorian Railways increased, the necessity arose to extend the station yard for handling goods. On November 11, 1865, Messrs. Overend and Robb accepted a contract to cut down the hill, at a cost of £25,000. The work involved the removal of 325,000 cubic yards of earth and stone. Excavations disclosed that the hill was riddled with wombat burrows—a reminder of pre-settlement years.

Demolition was completed by the middle of 1865, and Batman's Hill was no more.

LINES FROM OTHER LINES



Last remaining Shay geared locomotive in Australia is this one, operated by the Nambour Sugar Mill, Queensland, on its extensive 2 ft. gauge tramway. Note the offset boiler and the vertical cylinders driving each axle through a longitudinal shaft and bevel gears. Photo: A. R. Lyell

Locos As Power Stations

TO help relieve an acute electric power shortage in the South Island recently, two new diesel-electric locomotives, on their way to New Zealand from Britain, were diverted south for use as emergency power plants at workshops. At Hillside, the diesel was used in conjunction with existing electrical equipment, and supplied about one-third of the normal requirements of the works. The other locomotive was brought into use at Addington as soon as the necessary complementary equipment was obtained. When released from their special duties, the locomotives went into service between Dunedin and Oamaru.

Concrete-mixing Train

FOR the Strasbourg-Metz electrification, the French National Railways are using a new type of automatic concrete-mixing train to lay foundations for overhead structures. The train is made up of two identical and independent sections, each including two hopper waggons for holding and measuring out the aggregate, and a concrete-mixing wagon with a watertight compartment for storing cement in bulk, a form of scale to weigh out the correct quantities of cement, a container in which concrete is mixed, and a storage tank. The concrete-mixing wagon also houses the control apparatus. There is, in addition, a generating wagon linked to a tank car, which supplies the whole train with electricity and water under pressure. When the train is in position, the hoppers to be used are pre-selected, after which the

control apparatus can be remotely operated to set the machinery in motion. Aggregate falls through the hoppers to the base of the wagon and is carried by conveyor belts into the mixing chamber. Cement is drawn from the storage container, weighed and moved into the mixing chamber, whilst water is pumped in. Mixing is begun automatically and a light signals completion. The mixed concrete can then be transferred into the reserve compartment, from which it is led by chutes to the holes prepared for the pylons.

"Railvan" In U.S.A.

AS part of experiments being carried out by American railways to reduce operating costs by simplified handling and lighter rolling stock, the Chesapeake and Ohio Railroad is experimenting with a freight counterpart of the "Talgo" articulated passenger stock. Instead of the ordinary suspension with bogies at both ends, the "railvan" has wheels at one end only. These are in pairs, one pair with flanges for rail use and the other with tyres for road use. On the road, the "railvan" runs with its front end supported on a tractor and its rear end on its tyred wheels. At the railhead, it moves by a ramp on to the railway track when a simple manipulation causes the tyred wheels to retract and the flanged wheels to come down on the rails. The front end of the leading "railvan" is then supported on a cradle at the rear end of a diesel locomotive unit, and the front end of each succeeding "railvan" is carried on the rear of the "railvan" ahead, the whole forming, in effect, a "Talgo" freight train.

Sleeper Unloading Machine

SLEEPER unloading on the Central of Georgia Railroad, U.S.A., is now carried out by machine. The new machine unloads sleepers from special trucks as it moves through them. Short, removable, connecting rails enable the machine to travel from one truck to another. Sleepers are loaded crosswise in the trucks and are expelled from either side at floor level. The machine is crowded against the sides of the loaded sleepers where a projecting lug, attached to a revolving endless chain, engages the end of the sleeper at the bottom of the pile and expels it. As the bottom sleeper of each tier is ejected, the others drop down and the then lowest is in position to be unloaded. As sleepers are expelled from the truck, they are kept horizontal until they fall in the clear.


Two sets of rails are laid lengthwise in each sleeper truck. One set is used by the machine and the other, at a slightly higher level, supports the pile of sleepers. A longitudinal opening, of sufficient height to permit easy passage of a sleeper, extends the full length of each truck at floor level on each side. These openings have hinged steel doors to prevent sleepers working out while in transit.

Restaurant Cars

THREE experimental vehicles, built to determine the future design of British Railways restaurant and buffet cars, are now being tried out in regular services. The restaurant-buffet is a self-contained unit with a saloon seating 23 passengers, a buffet, pantry, small kitchen, staff compartment and staff toilet. It has been designed to give a service of main meals or light refreshments, or both, on trains which do not justify large catering facilities. It is also capable of serving an adjoining saloon. The restaurant car is another self-contained unit for use by both first and second class passengers. It comprises a saloon with 33 seats, a pantry, a compact kitchen, staff compartment and staff toilet. The kitchen-buffet is designed to operate with adjoining dining saloons on services which have a substantial demand for meals and light refreshments, but do not justify the use of a full kitchen car. It has a buffet, sub-pantry, kitchen, full pantry, separate store, staff compartment and toilet. Up to 120 meals can be served with the operation of the buffet.

Diesel Hospital Cars

FOUR 2-car hospital train sets with diesel propulsion have been built by Gebr. Crede, Kassel, for use by the American Forces in Germany. Their construction principles are similar to the 3-car trains of the German Federal Railways; they have only one engine—a Daimler 12-cylinder model of 1,000 b.h.p.


 It is with great pleasure that we,
**THE EAST AFRICAN RAILWAYS
 AND HARBOURS,**
 Mail ourselves of an historic opportunity to
 send you,
**THE VICTORIAN
 RAILWAYS,**
 our greetings and best wishes through two
 members of our staff who have had the honour
 to be selected to represent Kenya at the 1956
 Olympic Games which are being held in Melbourne,
 where the first section of railway was opened in
 Australia in 1854.
 Forty two years later, the construction of the
 railway was started in British East Africa,
 which laid the foundation of Kenya as we know
 it to day.
 The story of the railway is the story of Kenya,
 a territory which was pioneered by railway
 surgeons and engineers striving to reach the
 shores of Lake Victoria from the East African
 coast.
 This message of goodwill is brought to you by
 the hand of

Miss Margaret E.R. Northrop.
 Mr. Alexis Mendonca.

Nairobi,
Nov. 1956.

The illuminated address conveying greetings and best wishes from East African Railways and Harbours to the Victorian Railways. It was presented to Mr. Brownbill, The Chairman, by two members of Kenya's Olympic Games team. Mr. Brownbill wrote to Mr. A. F. Kirby, General Manager of East African Railways and Harbours, thanking him for the felicitations and reciprocating to the full the greetings and wishes expressed in the address.

A Show with Punch

SEVERAL years ago, Flagman L. A. Punch, of the Overhead Depot, began taking 35 m.m. colour pictures of tourist and railway subjects. But . . . having accumulated a number of transparencies, Mr. Punch realized the need for a projector to show them; so he bought one. Then he was asked to show the pictures at various functions. He soon felt that something was lacking, so he bought a tape recorder to furnish background music. Then, to overcome the interval involved in changing tapes, he bought a record jockey to enable him to switch in records during that time. Even then he was not satisfied, as he found that his voice wouldn't stand up to the strain of speaking in a large hall. So he bought a public

address system.

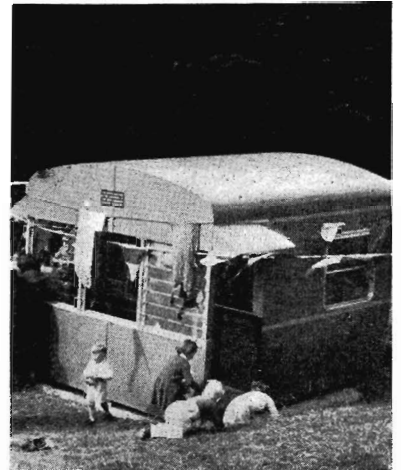
Having a full supply of equipment, Mr. Punch began to get more and more demands for his illustrated talks. As a result, he has visited High Schools, historical societies, a Scout Jamboree, and has helped the Institute for the Blind to raise money. His latest effort was to visit Leongatha Rotary Club, with the approval of the Commissioners.

Mr. Punch has travelled all over Australia, and he can speak of the various places illustrated from first hand knowledge. To build up his collection of transparencies he has bought quite a number of subjects which he has not been able to photograph for himself. Mr. Punch has ranged beyond Australia in gathering his transparencies; he has pictures of New Guinea, New Zealand, and other countries.

Railway Gifts For Polio Victims

A cheque for £2,000 to endow four cots in ward four, a mock-up of a Harris Train car, and a 35 m.m. projector were last year's Christmas gifts from the Railway Employees' Orthopaedic Hospital Auxiliary to infantile paralysis victims at the Royal Children's Hospital orthopaedic section at Frankston.

Voluntary workers at Newport Workshops built the car, which was extended and fitted with louvre windows to provide the children with weather protection. The projector will be used in the hospital's craft hostel school room. The cheque and other gifts were presented by Mr. G. F. Brown, Chief Mechanical Engineer, to Mrs. C. S. Cunningham, a



After the mock-up of the Harris Train car was presented to the hospital, children began an "unofficial tour of inspection".

member of the board of management of the Royal Children's Hospital.

Dr. Douglas Galbraith, the Medical Superintendent, said that the railway car would be wonderful for the children who could have picnics in it with their parents on visiting days. After the presentation, Mr. and Mrs. Brown accompanied Dr. Galbraith on a tour of inspection of the hospital.

Mr. R. J. Attrill, secretary of the auxiliary, says that last year's railway fortnightly pay collection totalled £2,093, bringing the grand total to £11,500 since the scheme was launched. He wishes to thank all railwaymen who contributed.



Mr. G. F. Brown, Chief Mechanical Engineer (extreme right) presented first aid certificates to Geelong Locomotive Depot staff recently. From left: Fitter E. Southern, Fitter and Turner R. G. M. Douglas, Lad Labourer G. Richardson, Junior Clerk K. Kenny, and Lad Labourer K. Szmagaj.



Mr. Jamieson

Hamilton's S.M.

MR. R. R. N. JAMIESON, station-master at Hamilton, joined the service in 1920 as a lad porter. His first appointment after receiving his S.M.'s certificate was as night officer at Donald. Since then he has been stationmaster at various stations throughout the State. In each location he has interested himself in football and church work as well as other activities.

At Jeparit he was secretary of the local football club, treasurer of the National Fitness Council and a member of the State School committee. At Pyramid he was president of the football club, correspondent of the local school committee, member of the fire brigade, and secretary of a Queen Competition to raise funds for building a nurses' home at the local hospital. Whilst at Trawalla, Mr. Jamieson was president of the Beaufort A.N.A. Lodge for a term.

Mr. Jamieson came to Hamilton in 1955 and has not yet had an opportunity of taking much part in community affairs. He is, however, a vice-president of the Hamilton V.R.I. sub-centre.

Olympic Torch Bearers

BENDIGO North Workshops provided three Olympic torch bearers, Apprentice Boilermakers Ron Neilson and Bill Bullock, and Boilermaker Russell Jack. Ron Neilson runs for Bendigo Y.M.C.A. harriers. Athletically he was well equipped to carry the torch as he has won two 2-mile races and been placed several times in others. Russell Jack is a member of a famous Bendigo sporting family. His brothers Robert, Albert, and Keith, all of whom are fitters at the 'shops, and Roger, apprentice boilermaker, are splendid athletes. Perhaps the best of the family is Albert, Collingwood and interstate baseballer. He was Victoria's star pitcher at the interstate carnival in Adelaide last year and helped a great deal to win the shield for his State. In 1949, he won the Y.M.C.A.'s billiard championship at Newcastle. Brother Russell is a junior broad jump and sprint champion. In all, the Jack family has won more than 100 championships in various sports.

Games Anthem Players

BALLARAT North Workshops supplied three Ballarat City Band members for the playing of gold medallists' national anthems at the Olympic Games. They were Fitter E. M. Stephens, Sheet Metalworker L. M. Wallis, and Coppersmith S. G. Wallis. To the previously published list of railwaymen who acted as officials at the Games, are added Electrical Fitter R. H. MacKenzie, Jolimont Workshops, yachting official, and Stores Branch Clerk P. Constantinidis, interpreter.

Railway Fireman

FOR many years Bendigo North Workshops have provided the golden city with many first class firemen. One of the most outstanding is Fitter Perc. Terrill, who has been a member of the Bendigo brigade for 20 years. During that time he has been trustee and commander, and for 10 years competed in country fire brigades' demonstrations. His impressive record in these events includes a fastest time aggregate win in 1938. Other firemen on the 'shops staff include Boilermaker W. C. Jones, Welder Eric Wastell, Welder Keith Hocking, Sheet Metal Worker Ron Wee Hee, who also plays on the wing for Sandhurst, Turner Frank Roberts, Boilermaker's Help Kevin Tupper, Boilermaker's Help Jack Watson, Painter Bob McGann, Boilermaker Tony Marchingo, and Electrical Mechanic Robert Coakes and his son, Robert, who is also an electrical mechanic.

Keen First Aider

GUARD G. H. G. ARNOTT, of Hamilton, is trying to revive local enthusiasm in first aid. Six years ago, Hamilton won second prize in the district competition, but there has been difficulty in manning a corps since then.

To stimulate interest, Mr. Arnott has taken a class in first aid. So successful has this been that, last year, his whole class of 13 passed the examination.

Mr. Arnott holds the gold medallion and 9th year certificate. He hopes to enter for the Ambulance Competitions this year.



Mr. Arnott

Railway Family

SUB-FOREMAN W. A. PROVIS, of Hamilton Loco Sub-depot, comes of a well-known railway family. Both his father, Mr. J. A. Provis, and his grandfather, Mr. H. Provis, were electric train drivers, and his uncle, Mr. A. Provis, was Tramway Inspector at Elwood Depot. His brother, Mr. K. J. Provis, is an observer on electric locomotives.

Mr. Provis played lacrosse with Melbourne Tech. Old Boys for six or seven years. Now interested in first aid, he holds the 3rd year certificate.



Mr. Provis

Railway Wilds

APART from the one week spent on his apprenticeship course at Newport Workshops, Maintenance Fitter George Wild has had his 35 years' service at Bendigo North Workshops. Son of a railwayman, the late James Wild who was a fitter at the 'shops, George has two sons on the Bendigo North Workshops' staff—John, a fitter, and Ian, a lad labourer. A brother, Robert, was also a fitter at the 'shops before he joined the teaching staff of Bendigo School of Mines. In the field of sport John and Ian are following in their father's footsteps. He rowed for Eaglehawk; the boys for Bendigo.

Olympic Games Thanks

I am expressing the feelings of the whole of this community when I congratulate the railways on the splendid arrangements made for the success of this visit."

—W. McL. Stewart, Head Teacher, Consolidated School, Kaniva.

For the supply of packet meals to the school children in the Wahgunyah-Rutherglen group of visitors. "We appreciate not only your task but your way of doing it."

—M. Redmond, Head Teacher, Rutherglen Higher Elementary School.

"On behalf of the students, staff and myself I offer to you our sincere congratulations on the efficiency of the service and general quality of the packet meal supplied on the occasion of our Olympic trip."

—E. J. B. Veal, Headmaster, Benalla High School.

“ For the courtesy shown by all concerned and the splendid organization which helped to make our excursion to the Olympic Games so enjoyable. The arrangements, both at Ballarat and Jolimont, were beyond criticism and the entire movement was carried out with smoothness and efficiency.”

—L. C. Garner, Head Master, Ballarat Junior Technical School.

“ Will you please convey to the Stationmaster and his staff at Numurkah and the Officer-in-Charge and his assistants at Jolimont my appreciation of the co-operation, consideration and competent handling of children. Their expert assistance made my task of Train Commander an easy one.”

—R. Tennant, Head Teacher, Numurkah State School.

To the Stationmaster and staff at Numurkah, Jolimont staff, Traffic Branch and Refreshment Services “ thanks and appreciation of my Council for the manner in which your organization was carried out.”

—J. K. Dancocks, Shire Secretary, Shire of Numurkah.

To Mr. T. Yates, R.S.M. at Lang Lang, Mr. Milson A.S.M., the stationmaster at Richmond, and Mr. Heywood and his assistant of the Refreshment Services Branch. “ I wish to pay a tribute to the splendid work ” in connexion with the special Olympic train from Nyora. “ It was unfortunate that Mr. Coulson,



“ Boy! . . . this is one morning I'll make the 8.15 on time ! ”
(Courtesy of Rydge's Business Journal)

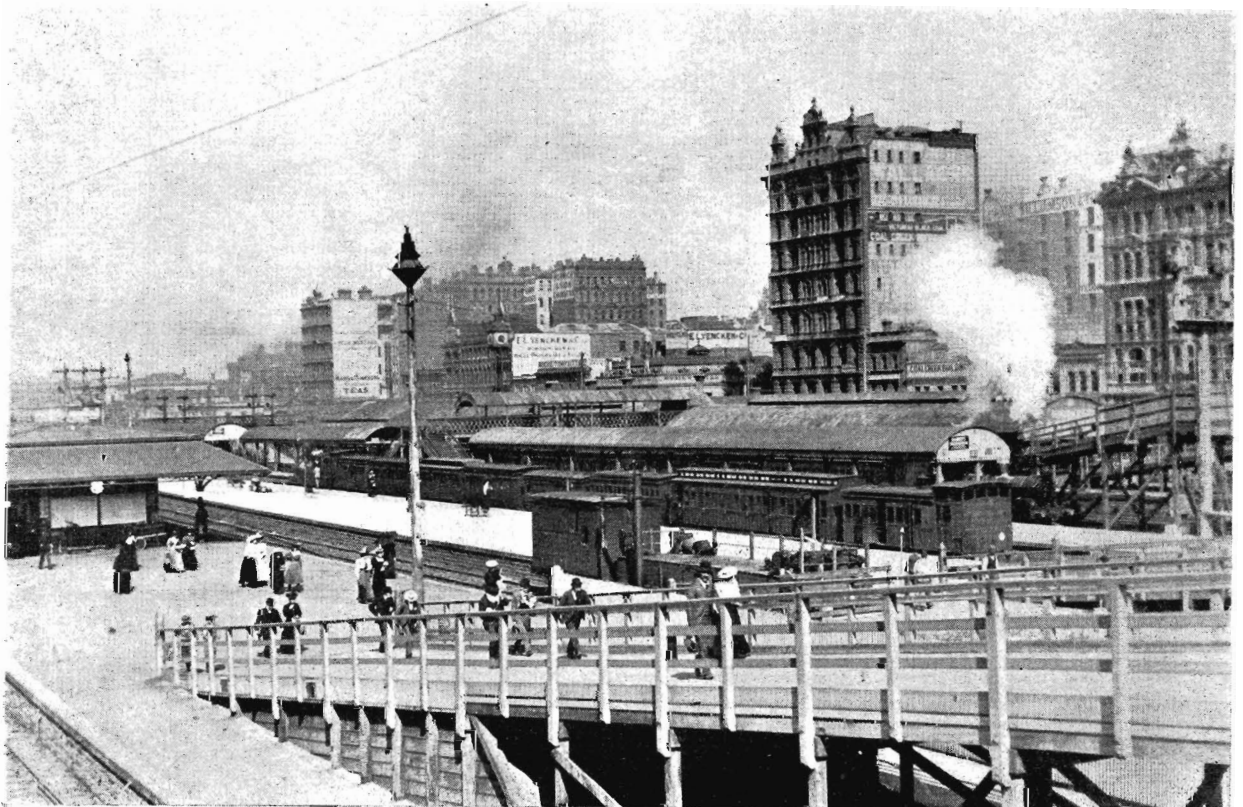
the S.M., was away on sick leave at this stage after he had so much to do with the initial planning.”

—M. Super, Hon. organizer of the District Schools' Excursion.

When *News Letter* went to press, 19 other letters—including special mention of station staffs, Mr. W. Coombe of the Time-Table Section, and Mr. H. Amort for his services as interpreter—had been received. There were also a number of congratulatory messages in country newspapers.

Well Known At Essendon

TWO well known Essendon railwaymen, Guard H. C. Anderson and Electric Train Driver M. Donovan, retired recently. Mr. Anderson had previous service at Stawell and Jolimont, and Mr. Donovan was at North Melbourne Locomotive Depot and Jolimont for 16 and 10 years respectively, before his transfer to Essendon. Mr. Anderson was presented with a suit-case and Mr. Donovan with a cutlery set as retirement gifts from Rolling Stock and Traffic Branch staffs.



This photograph of the old Flinders Street station was taken about 1895. The tower clock, now at Spencer Street, can be seen in the centre background. Ramps leading to Princes Bridge entrance are in the foreground.

SPORTS

Country Sports Weeks

APPROVED dates for 1957 Sporting Weeks are Cricket, March 18—22, Bowls, April 1—5; Tennis, April 8—12; and Golf, September 9—13. These popular events will be held in Melbourne and entry is open to all financial country members of the Institute. Entries close with secretaries of country centres, or with the General Secretary, V.R.I., Flinders Street, four weeks before commencing dates.

Football Carnival

THE next Australian Rules Football Carnival will be held in Melbourne next August. Dates will be announced soon. All members of the V.R.I. interested in selection to represent Victoria will be invited to submit their names to the selection committee.

Victoria, being the home state, should be able to select a very strong side. The V.R.I. football league, organizer of the carnival, hopes to bring off the premier-ship and win back the Commissioners' Shield and Glick trophy, won at last carnival by South Australia.

Table Tennis Champion

LEADER of Imperial Team in Hamilton B Grade Table Tennis Association, Signalman B. Lengyel holds last year's Western District B Grade Championship, and was Hamilton's C Grade Champion. He also holds the Mid-season B Grade Championship of Hamilton and the Dunkeld A Grade Mixed.

Mr. Lengyel, who comes from Hungary, joined the Railways as a number taker in Melbourne Yard where he worked for about seven months. He came to Hamilton five years ago.

He played table tennis in school teams in Hungary, but has only recently taken up the game here. He started a soccer team in Hamilton, but, after a



Mr. Lengyel

year, the club lapsed through lack of players. However, during that year the team raised over £100 for the Hamilton Base Hospital.

Stamp collecting is Mr. Lengyel's main hobby.

Inter-System Golf

VICTORIA will be sending a strong team of golfers to Adelaide, in April, in an effort to win back the Commissioners' Shield and Tintara Cup at the carnival to be played on leading links from April 30 to May 7.

In addition to the Inter-system Teams Championship (11 players per State), the Open Singles Championship of the Australian Railways Institutes will be contested, as well as a number of minor events. N.S.W. are present holders of Teams Championship and Ron Hertrick (Queensland) is the singles champion.

Fleet-Footed Railwayman

ONE of Bendigo's best professional runners is Boilermaker George Henry Ennor, who has been at Bendigo North Workshops, where he started as an apprentice, for 12 years. He ran second to Dave Hobbs in the Bendigo Thousand in 1952, and at the same meeting won the 220 yards event. His other track successes include a 440 yards win at Bendigo, and a 220 yards victory at Stawell last year. His ambition—so far not realized—is to win a Gift. In the winter, George is playing-coach of Provincial team in the Bendigo Association. For the past two years his consistent form as a follower has won for him two best and fairest awards. In 1947 he made an effort to break into the big game in Melbourne. He was showing good form with Richmond seconds when he sustained a knee injury.

Versatile Sportsman

JUNIOR Clerk Barry McGrath, of Bendigo North Workshops, is a natural athlete and sportsman. He plays cricket with Sandhurst in the A grade competition, and shows promise as a rover with Sandhurst Seconds football team. He also has the expert touch with a billiard cue. He has won the Bendigo Billiards Association B grade championship, and was a member of the V.R.I. team that won a championship event. He showed his versatility by helping his team to win the lightning carpet bowls championship of Bendigo.

Davis Cup Umpire

AN authority on tennis, Foreman Boilermaker Sam Phillips, of Bendigo North Workshops, was in the panel of umpires selected for the Davis Cup challenge round in Adelaide in 1953. For 30 years he was connected with the Yarraville Tennis Club, and represented it on the Victorian Lawn Tennis Council. He is a member of the Victorian Lawn Tennis Umpires Association.



Mr. Lee

All-Rounder

MR. C. T. LEE, officer-in-charge at Hamilton goods shed, has been a footballer, cricketer, and sprinter, but now sticks to gardening.

He played on the wing for Maryborough Railways and Kyneton Collegians and was in premierships teams with both. He played cricket, as an all-rounder, at Maryborough, Kyneton and Kerang. In 1930 he played with the V.R.I. interstate side as a representative of the Williamstown line team. At Maryborough he secured a few wins at sprints.

Mr. Lee looks back, with pleasure, to his cricketing days at Maryborough, where he was opening batsman with Billy Woodfull.

The Jolimont Games

AFTER having watched preparations being made nearby for the Olympic Games, many of the Jolimont Workshops' staff caught Olympic fever badly and decided to hold their own Olympics, during lunch hour. Showing commendable civic spirit, the organizers waited till the other Games had concluded. They were officially opened when Fitter's Mate M. Geary arrived with a jam-tin "Olympic Torch" after a quarter-mile run from the Olympic swimming pool. When *News Letter* went to press, winners were: 100 yards and high jump, C. Gale; 1,500 yards, M. Geary; javelin throwing, F. Patrini; shot putt and discus throwing, T. Galonas; half-mile bicycle, R. Hawker.

THINGS THEY SAY

Take a lesson from the whale. The only time he gets harpooned is when he comes up to spout.

—*The Liguorian*

* * *

Criticism: If you stop every time a dog barks, your road will never end.

—*Arab proverb*

* * *

Courtesy is contagious; let's start an epidemic.

—*Hollywood Citizen News*

VICTORIAN RAILWAYS

NEWS LETTER

MARCH



1957



THE MONTH'S REVIEW

Fruit And Vegetables By Rail

FAST goods trains brought practically all the record Adelaide tomato shipments to Melbourne during the past season. About 350,000 boxes came from South Australia. Diesel-electric locomotives hauled the trains which arrived at Dynon on schedule.

Rail services for fast transport of fruit and vegetables were highly praised in a letter of appreciation from the Victorian Chamber of Fruit and Vegetable Industries to the Department. For the banana and pineapple traffic, a train of empty trucks was sent to Albury on Sundays to ensure prompt transfer and dispatch the next day.

"Transport arrangements went without a hitch and enabled fruit to be discharged and transferred promptly upon arrival in Melbourne into cooling and ripening rooms, thus retaining the essential quality of the fruit which deteriorates rapidly when transport delays occur in hot weather. Working time of our employees was also reduced to a minimum over the holiday period", said the Chamber.

Increased Wool Traffic

FOR the first six months of this financial year, 655,692 bales of wool were carried by rail, compared with 571,392 during the same period of the previous year. This represents an increase of 14.8%. Traffic from the Riverina would have been higher, but serious floods in New South Wales prevented some large woolgrowers from reaching their nearest railway stations.

Mildura Daylight Service

WHEN more of the new saloon-type passenger cars, similar to that used on *The Daylight* service to Sydney, come to hand, a daylight train to Mildura will replace the night train, on certain days of the week, as a trial measure. In announcing this, the Commissioners said that they had delayed the introduction of a "daylight" until they could give passengers to this important country centre the very latest in rail passenger comfort.

No More Porters

THERE have been porters in the railway service ever since trains began running in Victoria. But, from January 1, the title disappeared. Now they are known as station assistants. New title badges are being prepared and will be issued as they come to hand. In explaining the change, the Commissioners said that for some time past it was felt that the title 'porter' did not adequately convey the correct impression of his duties. It was also confusing to New Australians, to whom a porter was a man who carried luggage.

100 Years Of Service

CRITICISM because of alleged lack of service is always expressed in loud terms. But praise, however justified, seldom speaks above a whisper.

Because of this, a recent letter from Mr. T. Purves, Managing Director of F. H. Brunning Pty. Ltd., is an encouragement to railwaymen to continue the good service which often, to them, passes seemingly unnoticed. Mr. Purves says: "As one of your very old users of OUR railways, over 100 years, we do not think that you can report one single complaint from us over that long period. Where loss occurs through storm-water or some other unavoidable incident, your Claims Department is definitely 'tops', and at all times in these matters negotiations have been completely friendly".

Heavy Harry Waits

HAVING registered a total mileage of 821,850, *Heavy Harry* (H 220) is now at Newport Workshops waiting for an inspection and report on his mechanical condition. Until displaced by diesel-electric locomotives *Heavy Harry* was on the fast goods service between Melbourne and Albury, and was responsible for hauling a huge quantity of freight.

Packaging Code Acclaimed

THE Department's packaging code for the transportation of explosives and other dangerous goods has greatly impressed oil companies, Imperial Chemical Industries of Australia and New Zealand Ltd., and other big business firms. I.C.I. views it so favourably that they have based their packaging formula on it for various modes of transport.

After the matter was referred by the Victorian Railways Commissioners to the Australian and New Zealand Railways Conferences, it was decided by that body to appoint a committee of technical officers from N.S.W. and the V.R. to prepare a draft code for the transportation by rail of explosives and goods of a dangerous type. Working from a preliminary draft prepared by the Victorian Committee, this joint body produced a code based on international and Australian proven safe practices, thus assuring the attainment of domestic and overseas safety standards. The code was approved by the A.N.Z.R. Conferences and it was left for each system to implement the code to suit its own conditions.

In Victoria another committee, consisting of an officer from the staff of the Engineer of Tests and another from the Commercial Branch, was appointed to adapt the code to the State's requirements, keeping in mind the necessity for safe practice without introducing packaging conditions so onerous that

traffic might be diverted to road transport. The work involved further careful checking of packaging and stowing methods and conferences with the producers of fibre-board and other containers.

The result was a comprehensive packaging volume, known as Vol. 2 of the Goods Rates Book. In addition, packaging specifications were formulated for consignments acceptable by passenger train. These are being embodied in the new issue of the Passenger Fares Book.

Spoil Heaps Provide Cinder Track

THE cinder track, put down at Melbourne University and so highly praised by Australian and international athletes in training for the Olympic Games, came from the overburden at the Railways' Wonthaggi State Coal Mines. Many considered it superior to the track at the main Olympic Games stadium, soil for which was imported from England. Its hard, unyielding surface was conducive to fast times. The overburden, which is removed before the coal is reached, is left lying on the surface in spoil dumps near the pit heads, and as it contains quantities of near coal is subject to spontaneous combustion. The smouldering heaps become, in effect, giant brick kilns. The material is crushed and used for roadmaking and footpaths in the district.

When the cinder training track at the University was being planned, the authorities heard of the Wonthaggi coal 'by-product' and the Department made quantities available for the pre-Games training project. The brick red material was crushed at Wonthaggi and railed to Carlton, from where it was transported to the University oval.

International athletes returned to their homelands with glowing reports of the record breaking University cinder track. Maybe the Railways have been instrumental in laying the foundations of a new Australian industry with a great export potential.

FRONT COVER

Funnel contrasts at Princes Pier, Port Melbourne, as an A2 locomotive waits to pull out with a large number of Dutch migrants for Bonegilla reception centre. Of the original fleet of 185 A2's, only 38 are now in service. The dock-side photograph was taken by a Dutch migrant, Mr. J. Meerens, who has done very well since joining the railways. A clerk at Seymour station, his hobby is photography.

HARVARD EXPERIENCES

ON his return from abroad the Deputy Chairman, Mr. O. G. Meyer, who had successfully completed the Advanced Management Course at Harvard University and subsequently investigated railway development, made the following comments for News Letter.

THE course consists of two sessions per year of 12½ weeks' duration each.

It covers a six-day week and is divided into six subjects, namely, Business Policy, Cost and Finance, Labour Relations, Marketing, Administrative Practices (Human Relations) and Business and the American People. Extra curricular subjects—on Business Speaking, Economics—and special seminars, are also available, and were undertaken.

The Course is normally attended by 150-160 executives, average age 45-48, of mature experience, carefully selected to ensure diversification of experience covering a wide field of United States industry and commerce.

In the group, an approximate 10% of foreigners is included to provide exterior background. At the program attended by Mr. Meyer, five Canadians, three Australians, two Englishmen, two Frenchmen, two South Americans, and one Spaniard were included.

The "case" method of teaching, which is a Harvard innovation and consists of study of actual management situations, lends a stimulating atmosphere of realism to the Course.

The Faculty at Harvard believe and teach that, although business management as such, with its susceptibility to rapidly changing situations and trends, cannot be reduced to an exact science, much can be learned and a more analytical approach made by a free exchange of experienced viewpoints. Thereby, based on the "cases" under consideration, certain patterns of management action are established to fit the particular circumstances in the broad sequence of diagnosis, plan and action.

It is the University's intention that all the participants gain just as much benefit among themselves, from the informal contacts, and from the trade union representatives who attended the Labour Relations Classes, as from the curriculum itself.



Mr. Meyer returns to Head Office.

Living together for such a period in the atmosphere of a great free-thinking University stimulated and encouraged everyone to contribute from their individual experience, on both formal and informal occasions. On this account, the foreign student, particularly, gains by exposure to a vast cross-section of top American management experience, including transport, oil, rubber, food, chemical and metal management and other enterprises in all their varying spheres.

Subsequently Mr. Meyer devoted five weeks to visiting railroad executives and new facilities in Canada and U.S.A.

The particular subjects under study were—

- A. Freight terminals—particularly the operation of electrically controlled hump yards, in view of the planned facility of this type urgently needed for Melbourne Yard relocation.
- B. Rail-Road co-ordination as exemplified in North America by the "piggy back" method of road-trailer on flat-car transportation, and such alternatives as container usage together with the associated special freight trucks.
- C. Light-weight trains now in experimental operation in the United

States, aiming to reduce prime and rising operational costs and provide increased frequency and adequate comfort.

- D. Motive power improvements aimed at fuel economy and future developments in this field.
- E. Research and development projects generally.

Before dealing with these particular subjects, which will be covered in the next issue, Mr. Meyer made some general observations on the status of railway transportation in North America.

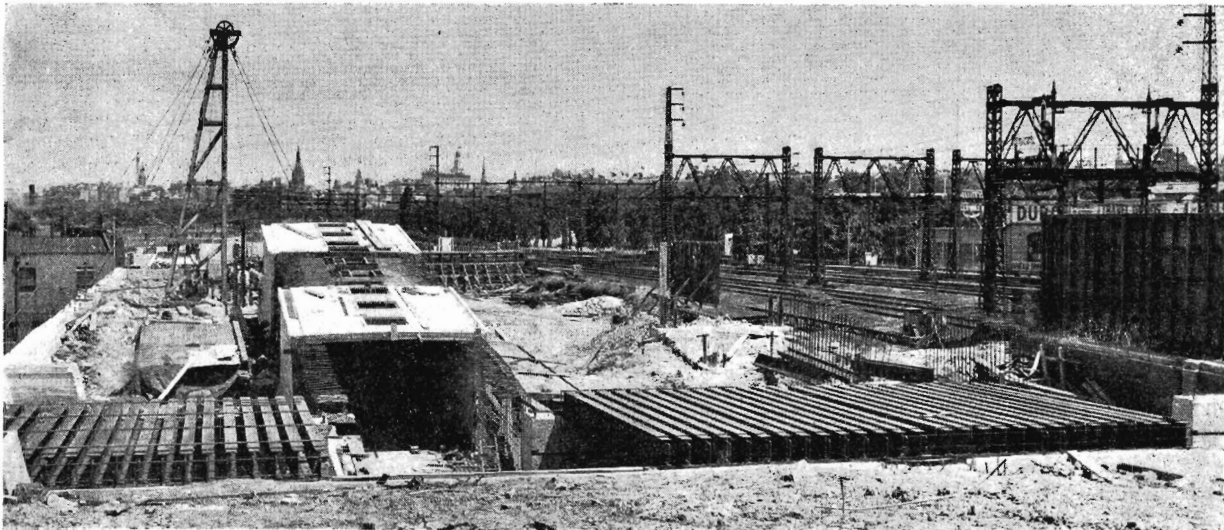
"The railroad industry, influenced by an expanding and buoyant economy, is in sound condition, but—as in Australia—is facing severe competition from the other media of road and air," he said.

"The Presidential Committee Report on United States Rail Transportation submitted in 1956 and designed to rationalize rating and modernize restrictive governmental conditions has not yet been translated into legislative action for Congress, but submission is expected in the current session.

"Railroad executives are concerned with probable intensification of the competitive road factor, following the Federal administration's endorsement of a 40 billion dollar expenditure over the next 15 years on new trunk and subsidiary road construction.

"However, the American Association of Railroads is currently working on proposals for national restrictions on road vehicle axleloads associated with this scheme.

"Added emphasis and activity was found in research and development, both within the railroad organizations, the American Association of Railroads, and kindred bodies representative of the rail industry and also stemming from the prosperous railway supply corporations."



Top of main subway (in foreground) and ramp leading to new Sandringham platform.



Ramp from main subway under construction and, below, the main subway. Floor level of the subway can be seen by the concrete projection about half-way up the walls.



RICHMOND WORKS

WORK at Richmond, on the new station and bridges at Swan Street and Punt Road, is forging ahead, as the accompanying pictures show.

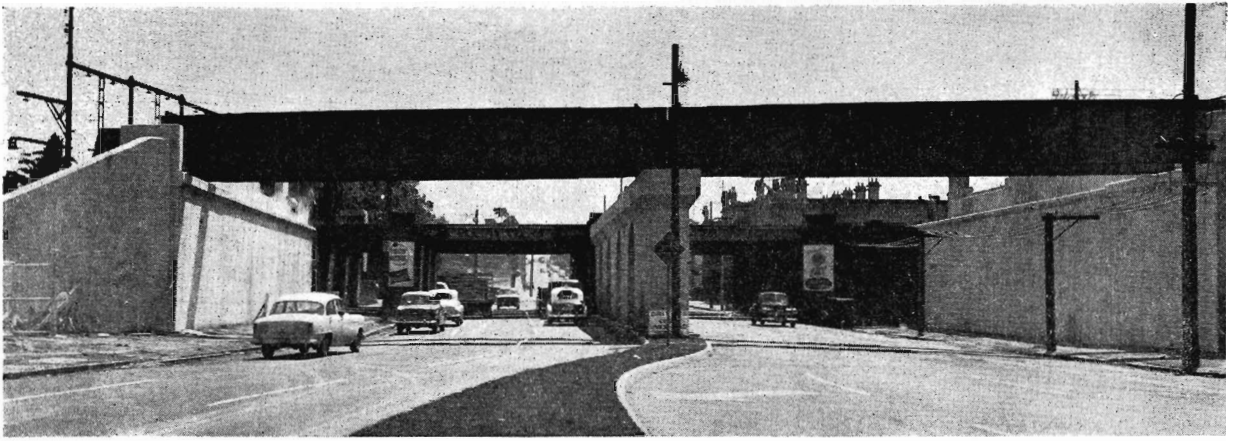
When *News Letter* went to press, foundations and walls for the main subway at the station had been completed as far as the retaining wall of the old station. Construction of the roof of the main subway, the floor and walls of the interchange subway, and foundations for the 'up' end subway had begun. Ramps from the main subway to the new Sandringham and Caulfield platforms were well advanced.

Foundation work for the new Swan Street bridge had begun, and portion of the south abutment had been completed. Foundations for the north abutment were in hand. A contract for the steel superstructure was let some time ago, with delivery of the first bridge (Sandringham tracks) due in June next.

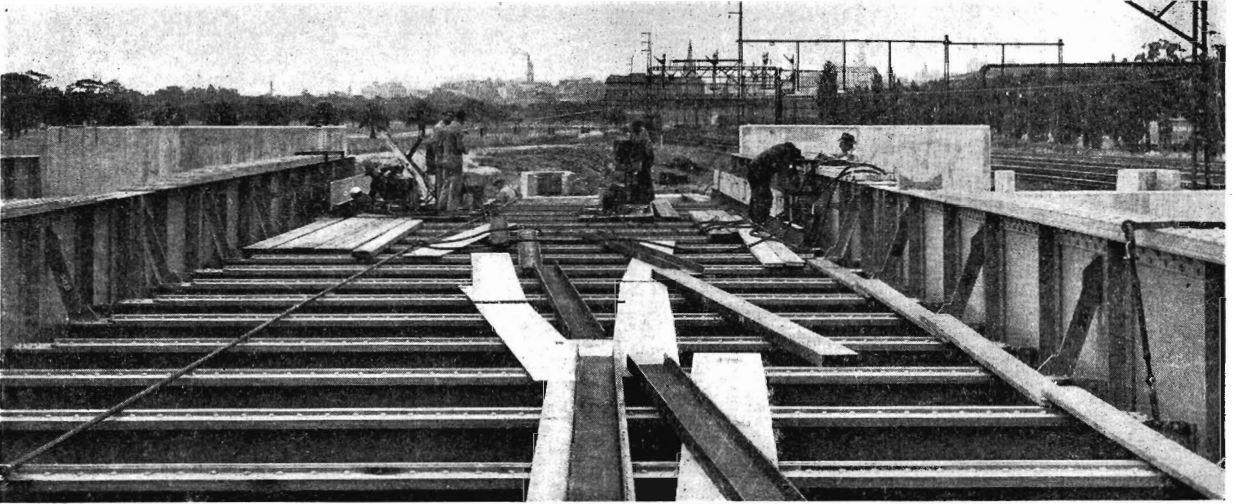
Abutments and central pier of the new Punt Road bridge had been built as far as the old bridge. Eighteen bridge girders had been delivered, and 12 of these erected.

Concurrently with the Departmental works, the Tramways Board is lowering the tram tracks in Swan Street, and Richmond Council is lowering its portion of the roadway.

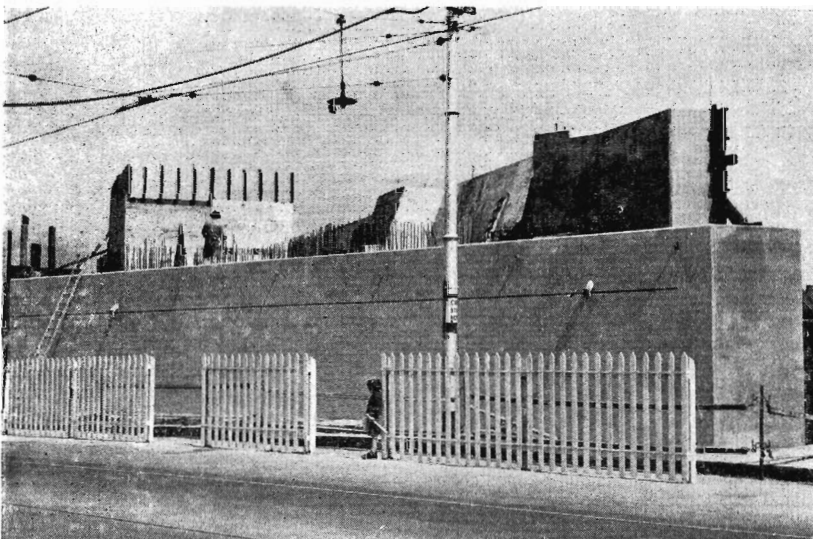
Details of the new Richmond station were published in *News Letter* of July 1956, and those of the Swan Street bridge in June 1956.



New Punt Road bridge, with old bridge in background.

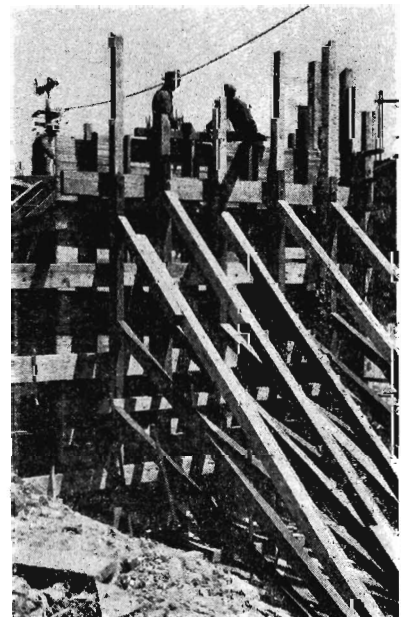


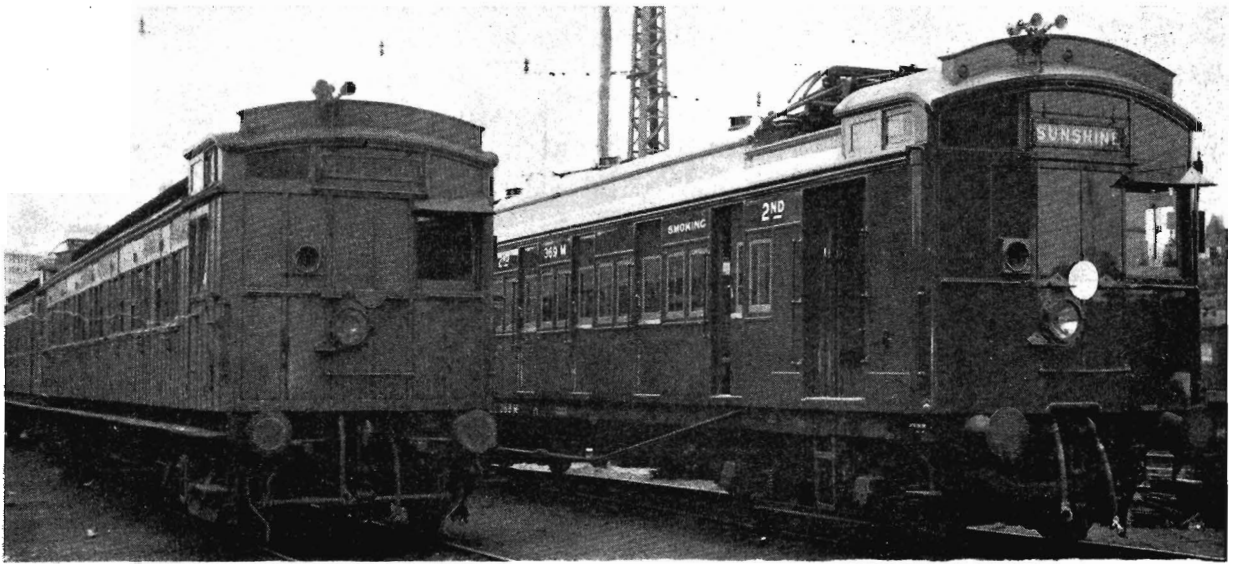
This section of Punt Road bridge will carry 'down' Sandringham and 'up' Caulfield lines.



South abutment for first section of Swan Street bridge which will carry Sandringham line tracks.

At right is the form work used in pouring the concrete.





Before and after. The swing door cars on the left are ready to go into the 'shops for repainting. The sliding door car has just been rejuvenated.

REJUVENATING SUBURBAN CARS

GROWING volume of long-distance travel over the suburban system, and the consequent demand for more trains, has necessitated the fullest possible use of the older style suburban carriages, despite the introduction of Harris trains.

DURING the war years and after, the repainting of suburban cars had deteriorated to less than 120 cars each year. The present accelerated programme of 320 cars a year permits a repaint each three years.

Combined with this is a 3-point improvement scheme designed to:

- give greater comfort and convenience to passengers
- lower maintenance costs
- discourage vandalism.

These three points overlap in many cases. For instance, the use of new type die-cast window and louvre fittings make it easier for passengers to operate them; they cost less and hence reduce maintenance charges; and, having no scrap value, they tend to discourage vandals.

Interior and exterior painting have a psychological effect and certainly make for more passenger comfort in that way. And well-painted cars are easier to clean. Many items interfering with the cleanliness of cars are being eliminated. In sliding door cars, Flettner ventilators are being installed and the old type vents filled in. This eliminates the main cause of dirty ceilings. The backs of hat-racks are being removed, in both sliding and swing door cars, to enable the car cleaners to do a better job.

Ball-bearing rollers and improved door handles on the sliding door cars make it much easier for passengers to open and close doors, and they also reduce maintenance work.

Sliding door cars are also being fitted with strap hangers for the added comfort of standing passengers. Metal grips

are being used instead of the original bakelite type to offset vandalism.

To minimize the activities of vandals and provide a greater measure of safety for women travellers, partition windows are being installed in the swing door cars.

In all cars, woodwork is restored to its natural colour to give a more pleasing interior finish. Outside painting has been simplified.

These are just a few of the more important aspects of the rejuvenation scheme.

Other items, designed for the benefit of the train crew, are brighter headlights, windscreen wipers, sun visors, sealed tool boxes, and duplicate guard's Westinghouse brake cocks above the doors of driving compartments.

Twenty-four cars are in Jolimont Paint Shop at the one time. There are four rows of them operating on a production line basis. One completed car a day is turned out.

Every third car is shopped for general overhaul, when the car is stripped inside and out, paintwork is burned off and varnished surfaces sanded down. The others undergo light overhauls, with the exterior treated in the same manner but the interior only touched up as required.

The gleaming paintwork of the cars after they have emerged from the 'Shops can now be kept in better condition than previously, thanks to the regular external and internal cleaning treatment given at the Jolimont washing plant. It is not now necessary to use the strong acid concentrations previously applied and, as a result, less deterioration of exposed surfaces takes place.

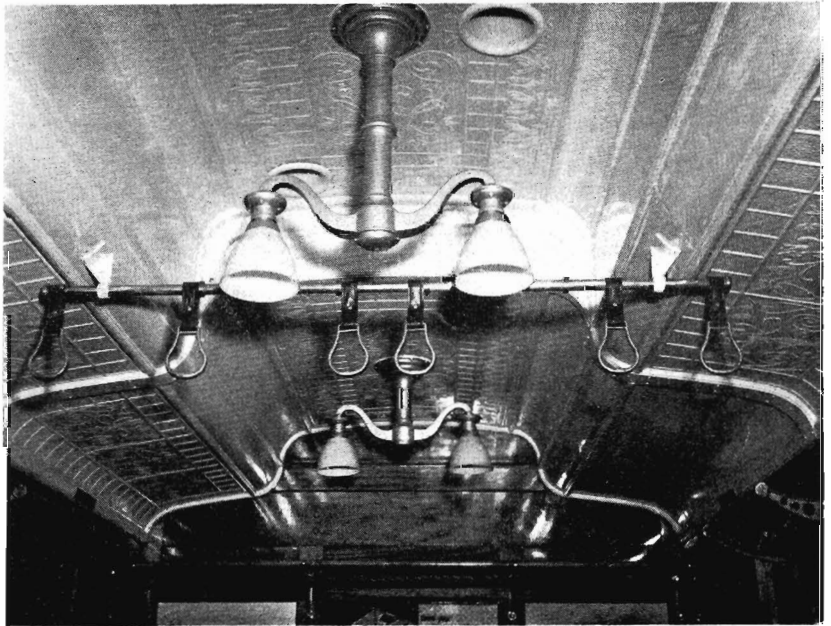
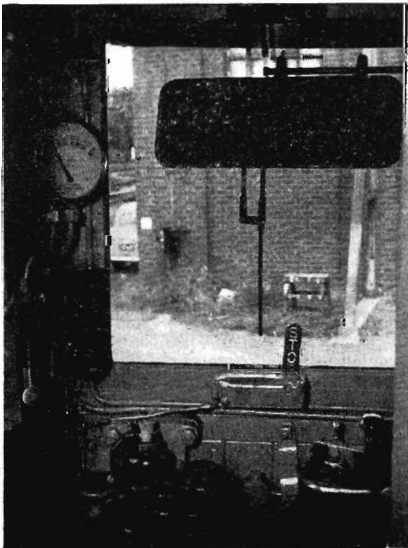


(Above) Painter's Labourer D. Brankovic using an acetylene torch, in place of the old blow-lamp, to remove exterior paint. Car Builder J. Lackner scrapes down a seat back to restore the natural wood colour.

(Right) Car Painter K. Fuller applies a "Non-smoking" transfer to a first class car.



(Below) Driver's cab, showing sun vizor, windscreen wiper, and new "stop" indicator which shows when there is insufficient air pressure in the main reservoir. Interior of sliding-door M car, showing the newly-painted white ceiling with Flettner ventilator outlets, backs of hat-racks removed, strap-hangers installed, and plain lamp shades fitted.

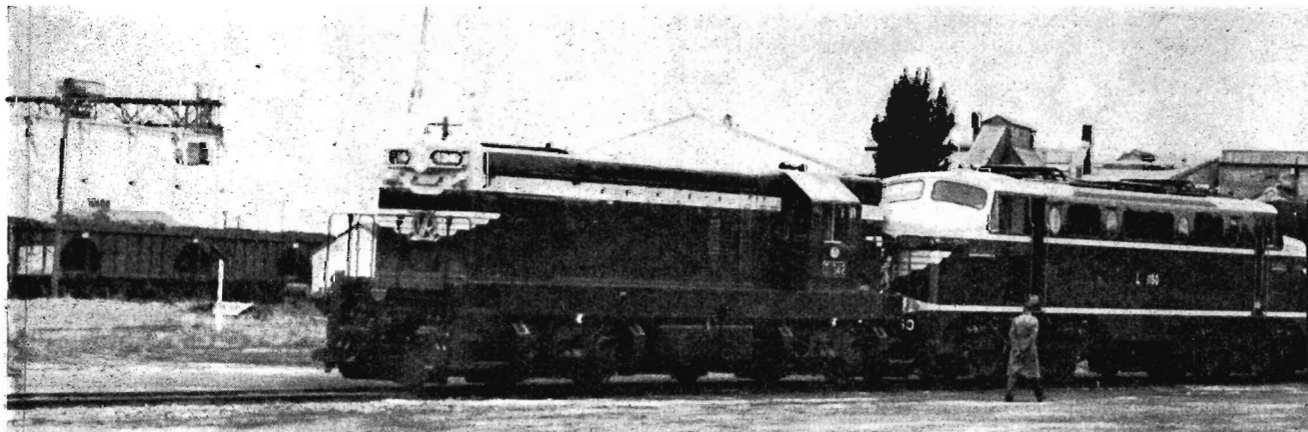


AROUND THE SYSTEM



GEE LONG WORKS : Excavating for new tracks from new Corio Quay, which will pass under the main line near Separation Street. The project in the North Shore-North Geelong area involves the building of a flyover bridge to separate mainline traffic from that to the new Corio Quay, crossing under the Princes Highway, and lowering of tracks to the grain elevators. The completed work will permit handling of wheat, coal and other commodities without interference to mainline traffic.

PANTOGRAPH DOWN : Below is pictured the Royal Train at Maryvale paper mill during the visit of the Duke of Edinburgh. The train was hauled by L 1150, *R. G. Wishart*, but T 342 was used over the section linking the A.P.M. siding with the main Gippsland line as this is not suitable for mainline traffic.





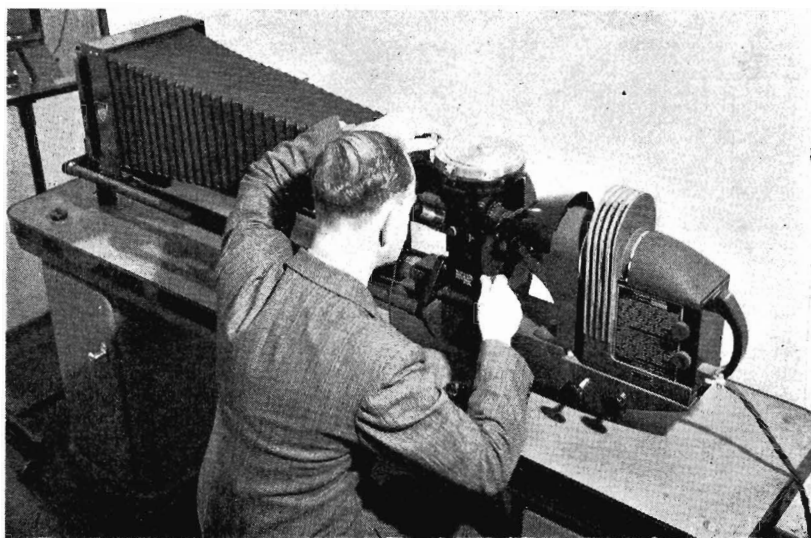
On of new sidings
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FIRST AID : Nineteen Head Office girls recently sat for their first aid examinations : all of them passed. They are members of after-work classes which have been running, most successfully, for the past few years. New classes for this year will be arranged shortly. Pictured above are Mr. K. W. MacKenzie, Ambulance Officer, Miss P. Collas, operator, and Miss J. Jordan, patient.



THIRD EYE OF INDUSTRY



Metallurgical microscope camera at Newport Workshops laboratory is used to examine internal structure of metals at magnifications up to 3,500.

EVER since the pioneer work of the English scientists, Clerk Maxwell and Fox Talbot in the mid-19th century, photography has been the third eye of industry.

Chemists and other scientists were quick to realize the potentialities of photography both as a method of recording their experiments and as an eye far more sensitive than the human eye in certain circumstances, such as astronomy, microscopy, archaeology and many other sciences.

With the growth of industry, photography has become more and more indispensable to its efficient functioning.

Like all great industries, the railways have kept well abreast of modern developments in the application of photo-

graphy to their requirements.

At the Newport Workshops laboratory, photography is an important aid in recording metallurgical defects in materials and in detecting the possible cause and subsequent course of breakages in equipment.

In large metallurgical establishments, X-ray photography is widely used to disclose hidden flaws in castings and forgings before costly machining takes place.

With the increased availability of radioactive materials as by-products of atomic plants, it is now possible to enclose in a small bomb a quantity of material emitting rays capable of penetrating metals and registering on photographic plates. This eliminates most

of the objections hitherto levelled against the use of unwieldy X-ray apparatus and gives industry a light portable machine which will detect flaws in tanks and pipes without the necessity of dismantling them for examination.

At railway derailments, photography assumes the role of a detective. By careful measurement of derailed vehicles, photographs of the exact position of the derailment, and a technical analysis of all equipment involved, experts are able to determine the reason for the mishap and take corrective action to obviate future occurrences.

The Claims Division uses photography extensively in its work. Following modern overseas practices, photographs of damaged goods both before and after unloading are used as evidence of damage, and as a record to enable railway investigators to determine the reason for the damage.

Many other industries use cinematography to help them improve their handling methods of commodities. A film showing the handling of a particular commodity during transit from the factory to the warehouse often reveals why packages or packing protecting the articles are not as effective as required.

Aerial photography has been extensively used by the railways in its survey work on existing and projected track work. This method not only saves time but serves as a valuable check on surveys already made.

As a publicity medium, photography is in constant demand, both from a railway and tourist angle. The Victorian Railways' archives contain thousands of negatives portraying not only railway scenes, equipment and personalities from the inception of the system,



Cameraman films loading arrangements.

but also representative scenes of every phase of Victorian life in town and country.

The recording by photography of accidents to employees is a new aid to safety utilized by many industries. Accidents are re-enacted and then photographed, thus affording a permanent record which can be used as a basis of study to overcome similar accidents in the future and also to enable liability of employee and management to be assessed in similar cases should they occur. These photographs, prominently displayed, serve as a strong deterrent to staff adopting dangerous practices on similar work. Movie films and slides are used extensively in safety and accident prevention classes in technical schools and by the Institute of Management.

Perhaps the most controversial use of photography in industry has been its use in time and motion studies for increased efficiency.

Aircraft, automotive and other industries using repetition production methods invoke the aid of cinematography to analyse the most efficient movements for their workers.

It has been proved that a workman who is employed on a simple movement for long periods automatically adopts the most efficient method of doing that movement in order to reduce his personal fatigue to the minimum.

By recording the movements made by skilled workers at their trade, these can subsequently be taught and adopted by less skilled staff both to their own and the management's advantage.

The combination of television and photography has now given industry a telescope for its third eye. Video cameras can be located in workshops or railway yards from where their images can be transmitted to a central depot and recorded permanently by photography for later analysis.



Photographing history in the making during the 1954 Royal Tour.



Laying down mosaics of an aerial survey of railway track.



Left: Photography as a publicity medium was demonstrated at the See Victoria Exhibition held during the Olympic Games period.



Right: Reconstruction of an accident in which the use of safety boots prevented injury to the workman's toes.



Kansas City Southern Railroad, U.S.A., handles both its own trailers and those of other railroads by "piggyback" service.

IT STARTED AT STOCKTON

by E. W. Jones

*T*ODAY'S competition between road transport and railroads was never envisaged 400 years ago when small four-wheel trucks were used on wooden rails to transport ore in Germany's mines.

FIRST English railway, in operation at Newcastle-on-Tyne in 1602, implied no threat to the road. Its horse drawn waggons carried coal from the colliery to the river bank, where it was loaded into ships. Even with crude axle bearings, the smooth rail surfaces enabled one horse to haul as many as five loaded trucks, so it was not surprising that before long all the Northern collieries were using railways—made with six-foot sawn planks—to move their coal.

Wood wore out too quickly, so the rails were covered with iron plates. The men who fixed the plates in position were known as plate layers—a term still in use.

In 1767, William Reynolds, a Shropshire ironworks proprietor, having a surplus of pig iron in five foot lengths, used them to construct the first iron railroad track. Till then railroads were still only colliery tracks, and the whole of passenger transport on land was either by horse and carriage or mail coach.

For centuries, England's roads had been dust heaps in summer and muddy swamps in winter. To overcome this condition, the Turnpike Act was passed enabling fees to be collected from all road users so that more durable highways could be constructed. The programme of road expansion that resulted was largely due to the efforts of Telford and Macadam, who each developed an all-weather road with foundations and surfaces far in advance of anything that had been experienced since the days of the great Roman roads.

With the improvement in the road system, coach passengers were no longer left uncertain as to whether they would have their vehicle bogged to the axle in mud or overturned into a ditch.

That coach transport, even at its best, was no luxury is evidenced by Charles Dickens's experiences when, as a newspaper reporter, he made considerable use of coaching services. He claimed he had suffered every type of discomfort and damage to his person and property that it was possible to suffer in coach travel, including drippings from candles, broken baggage and broken hats. He thankfully stated he had never suffered from a broken head.

Road transport had its first set back when the 25-mile

railroad from Stockton to Darlington opened for passenger traffic in 1825. Built by George Stephenson, the track was constructed of 12-foot metal rails with turned up edges to prevent the wheels from jumping off. In all, 1200 tons of rails and 306 tons of cast iron chairs to support them went into its fabrication.

Railways with their fire-belching engines, gaily ornamented waggons and high speeds—at times 50 and 60 miles an hour—caused a rapid decline in coach traffic. Roads were allowed to fall into disuse and it was the railway that was supreme on long distance haulage. Not until 1914 did the internal combustion engine come to the aid of roads.

Railways have answered the challenge of road transport since the last war by adopting improved handling facilities, introducing faster schedules and newer methods, such as steel containers.

America has experimented in co-ordinating road and rail transport by loading transport companies' trailers for fast transit by rail to destinations, where they are once more taken over by the road hauliers. The entire field of piggy-back transportation is still, however, in a changing state. Different styles and types of equipment are being used.

Perhaps the most powerful weapon in the railroads' armoury is the diesel-electric locomotive. Introduction of the diesel mainliner has slashed operating costs, speeded up passenger and goods services and forced road transport companies to increase the size of their vehicles to such a degree that once more they are faced with the problem that troubled their 1602 ancestor—the road will not carry the vehicle.

The following dialogue recorded by Charles Dickens in "The Uncommercial Traveller", published in 1859, sounds strangely modern. When a turnpike keeper was asked how he would improve his revenue which had almost disappeared through the competition of railroads he replied: "I would lay a toll on everything as comes through; lay a toll on the walker. Lay another toll on everything as don't come through; lay a toll on them as stays at home. Them as stops at home could come through if they liked. If they don't come through its *their* lookout. Toll them, I says."

LINES FROM OTHER LINES

B.R. Modified Rail-car

IN the hope of averting withdrawal of the passenger service, which at present involves a loss of £14,000 a year, British Railways have introduced an experimental single-unit diesel rail-car service on the 16½-mile section between Buckingham and Banbury. The vehicle used is similar to those forming B.R. multiple-unit diesel trains, but is capable of being driven from either end.

Extending Derby School

WORK has begun on an extension of the London Midland Region's Derby Locomotive Works Training School to meet the need for more trained technicians for British Railways' modernization plan. When the extension is completed, the school will be equipped to deal with 120 apprentice trainees instead of the present 90. The scheme includes provision of a larger workshop, more lecture rooms, and improved facilities generally, and will make it possible to train apprentices from other technical departments for whom facilities have not previously been available. Introduction of an electrical section will play an important part in the electric and diesel-electric traction programme.

Re-locating Track

MANY of the existing railway tracks in South-west Africa, running along old river beds, are subject to washaways during heavy rains. It has now been decided that some sections, laid during the First World War, should be re-located. South African Railways have ordered a fleet of heavy duty earthmoving equipment and work on the new lines will be started shortly.

Nigerian Haulage Feat

MACHINERY for a new cement factory involved the Nigerian Railways in a difficult task—transport of 15 large pieces of machinery imported from Britain and weighing 256 tons. It involved lowering the railway track two feet to enable the load to pass under a bridge, and the raising of two other bridges, one of which had also to be widened to allow the load to pass through. However, some of the wider loads were pulled by hand across the latter bridge. The 177-mile journey took six days.

Selling Stations

IN a further attempt to reduce the multi-million dollar deficit on its passenger operation, the New York Central System is offering 406 of its passenger stations for sale or lease. Bigger stations such as Grand Central, New York; South Street, Boston; La Salle, 63rd Street, and Central, Chicago, and certain others are excluded. Where sales or long leases are effected, the New York Central will lease back such of the station accommodation as it requires to carry on its passenger business.

High Speed on Narrow Gauge

A speed of 77 miles an hour was attained recently by a test train on the 3 ft. 6 in. gauge Japanese State Railways. The train was an electric locomotive and five coaches. Two of the coaches were built of lightweight aluminium alloys, weighing 23 tons each against 33 tons for the ordinary cars used on the main lines. The train could be the forerunner of an express for the Tokyo-Osaka line to shorten the journey from eight to six and a half hours.

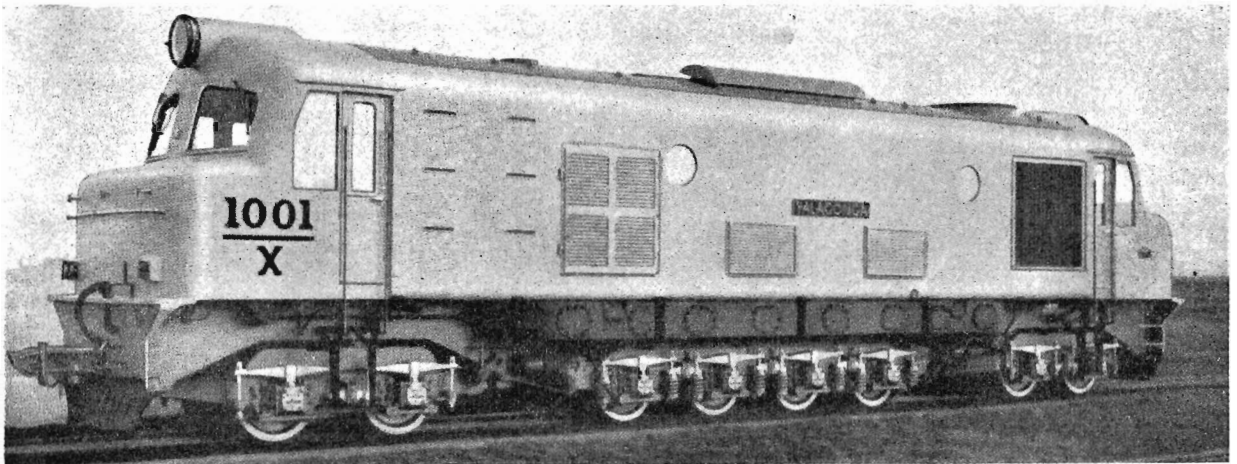
Traffic Congestion In China

PASSENGER and goods traffic is reported to have been delayed on many lines. Construction and repair work has been held up, or is being deliberately delayed, to help clear traffic, on a scale which suggests that the communications system has been severely strained. One specific statement is that, although the Chengtu-Paoki railway was officially completed in July, it will probably not come into operation until the end of the year because of "unsound engineering construction".

The State Council has announced that the unprecedented traffic congestion on the railways, highways and inland rivers has been caused by "the upsurge of the national economy". "The rise in transport capacity cannot keep pace with that of the freight volume", the Transportation Ministry has explained. Also, floods and typhoons have damaged many highways and bridges. There are warnings that the situation may continue to deteriorate, as the congestion has built up during months when traffic is comparatively light.

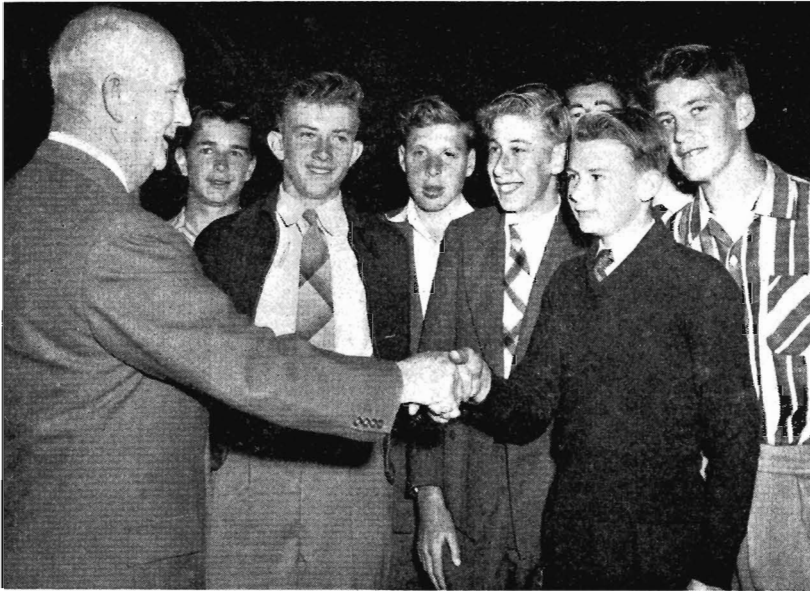
Communications In Siam

CONTRACTS valued at more than £100,000 have been let for the supply and installation of a trunk telephone and telegraph system linking the Bangkok headquarters of the State Railways of Siam with 11 provincial traffic control centres throughout the country. Ten other stations in Siam are being provided with trunk telephone connexions. Siamese engineers are to be trained at the contractor's Liverpool factory. Part payment for the project will be in dollars provided under American aid to Siam.



Metropolitan-Vickers 1,105 h.p. 2-Do-2 diesel-electric locomotive built for the 3 ft. 6 in. gauge Western Australian Government Railways. A particular feature of the design is the close grouping of the four individually motored driving axles into a rigid wheelbase of only 12 ft. 6 in., which was necessary to negotiate curves of 5 ch. radius. Total weight is 77½ tons, with maximum individual axle load of 10 tons.

AMONG OURSELVES . . .



Mr. Farnan welcomes a group of new apprentices.

Lord Mayor's Fund

THE Lord Mayor of Melbourne, Sir Frank Selleck, has acknowledged, with appreciation, the donation of £371.8.1 received from the staff of the Victorian Railways for the 1956 appeal of the Lord Mayor's Fund for Metropolitan Hospitals and Charities. Writing to the Chairman, Sir Frank said: "In the great task we have of trying to raise the £250,000 needed for our Hospitals and Charities this financial year, it was most heartening to have such a generous response from the staff of your Department, and I would be glad if you would convey to all concerned my warmest thanks and the gratitude of the many institutions both medical and charitable that the Fund assists through its annual appeal. Our Secretary will include the specific contributions as requested in his next distribution."

Traralgon Presentation

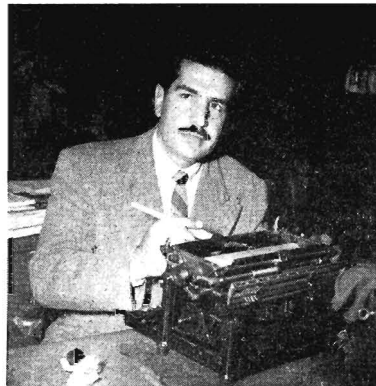
MEMBERS of the Traralgon Centre of the V.R.I. received a very pleasant surprise at the annual meeting and social evening when Mr. C. Sartori (a recently retired fitter) presented an electric clock to the Centre. The clock will be suitably inscribed and placed in the main hall of the new Institute building.

The new V.R.I. building was opened late last year by the General President, Mr. R. C. Burgess. The Chairman, Mr. E. H. Brownbill, supported the president at the opening ceremony. About 150 members and their wives attended. A number of local citizens,

including Sir Herbert Hyland, M.L.A., were also present.

From Egypt

TYPEWRITER Mechanic Elias Tsoucalas came to Australia less than two years ago from one of the world's trouble centres, Egypt. Born in Ismailia, of Greek parentage, Mr. Tsoucalas worked with the British forces during the post-war period as a radio mechanic and, prior to coming to Australia, was in business selling typewriters. Two of his brothers are also in the Department, one at Newport Workshops and the other at Fawkner station. Soon, Mr. Tsoucalas hopes to have a happy family reunion, as his parents are on the way to Australia and his father-in-law may arrive later.



Mr. Tsoucalas

Railway Apprenticeships Popular

THAT 709 applied for the 188 apprenticeships offered this year indicates that the value of a railway apprenticeship is becoming more widely appreciated. Nearly half of the boys selected came from the country. Welcoming the lads to "Victoria's largest business", Mr. P. Farnan, Chairman of the Staff Board, pointed out the thorough training they would receive and the many opportunities of promotion open to them. He said they would find themselves in a new and strange environment totally different from anything they had previously experienced. As a result, some of them might be homesick and perhaps feel like leaving the job. "Don't let this feeling develop" Mr. Farnan advised them. "It will completely disappear in a month or so". They would then settle down and be very glad they had not acted rashly and lost the chance of an excellent career.



Signing their appointment papers are Apprentices Romas Grigalius (left) and Stephen Jakymczuk. Romas came from Lithuania six years ago and intends to be a boilermaker. He has a brother, Peter, in the Traffic Branch at Kyneton. Stephen—he will be an electrical fitter—is of Ukrainian parentage and has been in Australia for six years. He and Romas were among the dozen of this year's apprentices who are of New Australian extraction. To judge by their happy, smiling faces they should be a success both as railwaymen and Australian citizens.

Hamilton V.R.I.

STOREMAN-IN-CHARGE M. J. FITZPATRICK, Works Storehouse, is the only representative of his branch in Hamilton. But he has made his presence felt there in other ways than by his orderly and well-kept store. He has been secretary of the

Hamilton V.R.I. sub-centre for about 18 years. During the last war he was secretary of the local V.R. Patriotic Fund and, later, was for a time secretary of the local branch of the A.R.U.

Along with other Hamilton railwaymen, Mr. Fitzpatrick is eagerly waiting developments in the scheme for a new V.R.I. building. The land has been acquired and plans are in hand for a building estimated to cost £11,500.

Because of the situation of the present building, V.R.I. activities have been more or less confined to socials and dances. With the new building functioning, Mr. Fitzpatrick expects a big increase in activity.

Mr. Fitzpatrick started his railway career as a number taker at Ararat and transferred to the Stores Branch in 1927. He has been at Hamilton since the end of 1938.



Mr. Fitzpatrick

Dance At Spotswood Storehouse

MEMBERS of the office staff at Spotswood Storehouse enjoyed a high standard of Christmas entertainment at a combined dance and buffet tea held in the Bulk Store Offices (previously the Aircraft Storehouse). Mr. E. A. Falloon, Storehouse Manager, was responsible for the innovation, and he was assisted by an energetic and enthusiastic committee, consisting of Dorothy Griffiths, Doreen Murphy, Julie Tuck, Jack Griffin, Norm Stockton and Ron White. Mr. F. Orchard, Comptroller of Stores, and Mr. A. Wilkinson, Assistant Comptroller of Stores, who with their wives visited the party, expressed their thanks and appreciation of the work carried out by the staff during the previous twelve months.

Thanks.

I have been requested by the Consultative Council on Poliomyelitis to express to you the appreciation of that Council for the excellent service provided by the Railways Department in the dispatch of Salk Vaccine to country centres, and I would like to add the thanks of myself and the Department of Health."

—The Hon. E. P. Cameron, Minister of Health, writing to the Minister of Transport.

"My wife and myself were delighted at the service and co-operation extended by your officers during our recent visit to Adelaide. The Christmas dinner on the daylight express was excellent and was served in a highly satisfactory manner. On the return journey we experienced the comfort of a twinette, which is a vast improvement on the sleeping compartment of former years."

—N. W. Strange, Director of Posts and Telegraphs, Melbourne

"We would once again like to take the opportunity of expressing our appreciation for the co-operation extended by your staff and employees during the year."

—Chrysler Australia Ltd.

For the assistance given by the stationmaster at Moulamein (Mr. W. Farrelly) during the floods. "Mr. Farrelly, together with other members of railway staff, frequently went beyond the call of ordinary duties to transport passengers and essential supplies to otherwise inaccessible spots."

—D. D. Kaylock, Hon. Secretary Moulamein Branch Graziers' Assoc. of Riverina.

To railway staff in delivering a case which my husband forgot to take with him when he boarded a train at Ballarat for Melbourne.

—S. Pearce, Whitehorse-road, Croydon

For "the fine quality of the service that has been provided by your Stationmaster at Foster, Mr. Doyle, and his staff during 1956".

—A. H. Morris, Head Master, Foster District High School

"For the help I received from The Daylight hostess and conductor when I was taken ill on the train. They arranged for a doctor to meet the train at Albury, and after treatment I was



Well known throughout the service is Driver J. S. Brereton who, at the time of his retirement, which occurred recently, was one of the Department's senior drivers. For nearly 30 of his 46 years' service, Mr. Brereton was stationed at North Melbourne. Among his many special assignments was driving the Jubilee Train. He brought practically all of the Department's diesel-electric locomotives from Abury, when they arrived there from the contractor, and also some for the South Australian Railways.

able to continue my journey with 45 members of the Yallourn Football Club. The Daylight provides fast, first class travel and the service is par excellence."

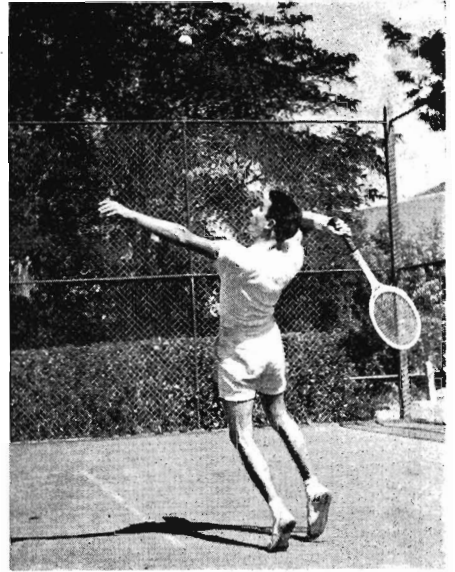
—H. W. B. Bowers, J.P., Vice-President, Yallourn Football Club

For the splendid organization and catering on a special tour to Albury and the Hume Weir.

—R. W. Knight, Caulfield East



Institute of Transport students, from the Railway Department, who sat for the 1956 examinations: (left to right) standing, Messrs. M. J. Sypott, P. T. Donohue, D. G. Allen; seated, Messrs. J. G. Jeffs, J. G. Conheady, A. W. Weeks. Mr. E. Quinlan, who also sat for the examinations, was absent on annual leave when this photograph was taken. Official results were not to hand when *News Letter* went to press, but it is understood that the railway students did very well, passing in all subjects and several gaining honours



Players in the Stores v Rolling Stock match at Royal Park ; (left) G. Nicholls and A. Cameron (Rolling Stock) and, serving, R. Mills (Stores)

SPORTS

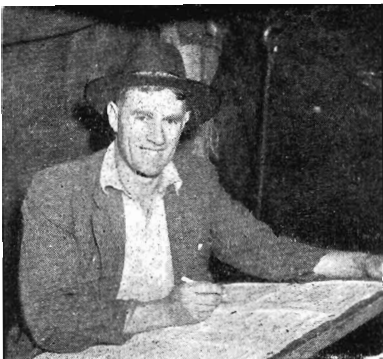
Commissioners' Cup Cricket

Final match for this cup will be played on the McAllister Oval, Royal Park, on Tuesday, March 5, beginning at 10 a.m.

Ran 10,000 Miles

GOODS CHECKER G. T. DOHERTY, of Hamilton, estimates that, in training and competitions, he has run 10,150 miles. His record of wins in half, one, and two mile races at country meetings reads like a Western District directory. Nine wins and three second-places in one season (all from a back mark) gave him a record for a V.A.L. distance runner. Among his trophies, Mr. Doherty has a special medal for performances at Stawell.

Having given up competitive running, Mr. Doherty now goes to the training track to give help and encouragement to schoolboys.



Mr. Doherty

Country Sports Weeks

INTENDING players are reminded that entries for the Country Tennis Week (to be held April 8-12) close on March 15; those for the Golf Week (September 9-13) on August 6. All entries are to be lodged with the country centre secretary or the V.R.I. Sports Secretary, Flinders Street.

Calling All Footballers

THE V.R.I. Football League will welcome any railway footballers (particularly shift workers) who wish to play in the mid-week competitions beginning in May.

Inquiries will also be welcomed from railwaymen in the country who are interested in selection for the Victorian team that will play in the inter-system carnival in August.

Further information may be obtained from the Hon. Secretary, V.R.I. Football League (Mr. L. J. Evans), Room 73, Head Office, Spencer Street (Auto 2126) or from the V.R.I. Sports Secretary (Mr. R. M. Kydd), Flinders Street (Auto 1109).

The inter-system carnival in August, for the "Glick" trophy and Commissioners' Shield, will be held in Melbourne. Preliminary arrangements have been completed and the tentative dates are August 10-21. It is expected that teams will come from South Australia, Western Australia, Tasmania and Commonwealth Railways and, possibly, from New South Wales and Queensland.

V.R.I. And Olympics

THE V.R.I. was well represented during the recent Olympic Games, having nine members of the Gymnasium in the various Wrestling Sections (free style and Graeco-Roman) and two

members in the Fencing team. Two members of the staff and two affiliated club committeemen were officials.

Writing to Mr. W. E. Elliott, General Secretary of the V.R.I., Mr. N. F. Granger, one of the wrestlers, said: "The V.R.I. has contributed more wrestlers to Australian Olympic Teams than any other organization, and I want it known that the service the V.R.I. has given, and is giving, to wrestling in Australia is not unnoticed or unappreciated by wrestling competitors."

Golf

COUNTRY centres are well represented in the team which will compete for the Tintara Cup and the Commissioners' Shield in Adelaide from April 29 to May 7. N.S.W. won the trophies at the last carnival in Brisbane.

The team comprises the following: M. J. Lynn (Elwood Car Depot) Captain; L. Barlow (R.M. Driver, Daylesford); L. Chibnal (Painter, Ballarat North Workshops); E. Coghlin (R.M. Driver, Daylesford); H. Fletcher (S.M. Avoca); B. Gaffy (Signalman, Viaduct); A. Knight (E. T. Driver, Sandringham); B. Mack (Signalman, East Richmond); J. Morrison (Guard, Wangaratta); J. McCarthy (R. G. Repairer, Ballarat North Workshops); F. Neilson (Guard, Warracknabeal); J. Roche (Guard, Numurkah); G. Tolliday (Guard, Dimboola) and R. Walker (Fitter, Jolimont).

Mr. G. Perkins has been appointed Manager of the team and Mr. K. MacKenzie, Institute Representative. Mr. F. E. Findlay (Ballarat Workshops) who is President of the V.R.I. Golf Club, will also accompany the team.

Strong hopes are held that the coveted trophies will be brought back to Victoria.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL

VR

1957



THE MONTH'S REVIEW

"Foul-weather Friends"

THE Commissioners are very perturbed by the lack of support on the Balranald and other branch and spur lines, on which revenue does not cover working expenses. In a recent press statement they said that, unless all concerned diverted passenger and goods business through railway channels, the axe would be ruthlessly applied to non-paying lines which were a drag on already depleted finances of the Department. The Commissioners have also said that 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.

Railroads in U.S.A. are facing similar problems, according to a recent article in *Time*. Regulatory agencies are reluctant to close lines because they want railways as a stand-by service in case weather makes plane and car travel impossible. As one railwayman said, "We are foul-weather friends".

Indicative of the difficulties facing American railroads is the case of the Chesapeake and Ohio, which consistently failed to get permission to discontinue a train that averaged only a handful of passengers daily. Finally, the principal objector admitted that he did not ride the train himself; he just liked to set his watch by the train's noon whistle.

Sound Advice

HIGH praise for the transport of film by rail was reported recently in the *Dimboola Banner*. Mr. J. Nulty, of Ouyen, who has a chain of picture theatres in the Mallee, said his advice to the Dimboola R.S.L., when it took over the Regent Theatre at Dimboola, was to have films sent from Melbourne by rail. "It is the only safe way," he added. Mr. R. T. Livingston, of Jeparit, who buys films for the Jeparit theatre, agreed with Mr. Nulty and asked him if films had ever gone astray when sent by rail. "Never," said Mr. Nulty. Mr. Livingston said that his experience had been the same. He added that if the railways failed to send a film on by rail, they would hire a taxi to deliver the film.

67 Varieties

THAT colourful character, the 18th century Earl of Sandwich, popularly known as Jimmy Twitcher, when not engaged in wining, wenching or plundering the exchequer, spent his time at the gaming table. To enable him to continue his gambling non-stop, it is said, he originated the sandwich. Were the Earl able to visit the Sandwich Shop at Spencer Street station, he would, doubtless, be astounded to find how many varieties of his simple snack have evolved. The Shop, one of the Depart-

ment's busiest sandwich points, sells about 550 daily in dozens of varieties. Main fillings are: ham, corned beef, cheese, sausage, peanut butter, baked beans, spaghetti, egg and lettuce, cucumber, tomato and onion, fish paste, and banana and cream. As most of these fillings may be combined with pickle, gherkins, onions, sauce, mustard, beet-root, tomato, cucumber, grated carrot, or various kinds of salads, it can be seen that many combinations are possible. But no matter what an ingenious customer may request, the Sandwich Shop does its best to satisfy him.

American View Of Level Crossings

INTERESTING comment on the crossing problem is given in an official leaflet issued recently by the Illinois Central Railroad. In the last 20 years in U.S.A. accidents have decreased slightly at unprotected level crossings where reliance is placed on the time-honoured injunction "Stop, look and listen," but increased where equipment such as warning lights, barriers or half-barriers have been provided.

This railway has 5,875 crossings with warning signs only, and to equip them with automatic light signals alone would cost about £27 million, with annual maintenance charge of more than £2 million.

Ninety per cent of all crossing accidents involve motor vehicles and nearly always are due to carelessness—too often, in fact, recklessness—on their drivers' part, who will even disregard such things as half-barriers by driving in and out of them, frequently right in front of an oncoming train.

The leaflet expresses the view that "the greatest hope for a downward trend" in this situation is "public education" and stresses that "most of the injuries and deaths of the past two decades could have been prevented by simple precautions on the part of drivers".

£3 Holidays

MEMORIES of the days when Melbourne was smaller, but more leisurely, and the £ had more value, are recalled by a 1912 copy of *Picturesque Victoria* sent to Mr. J. R. Rewell, Asst. Chief Traffic Manager, by retired Yard Foreman D. Elliston. The predecessor of *Where To Go In Victoria*, it is a well illustrated book of nearly 300 pages that was sold for 6d. It was produced then, as its successor is now, by the Railway Department.

How many readers remember the amusements it lists on the pages devoted to St. Kilda? Among them were "the Figure Eight Roller Coaster, the Joy Wheel, Box Ball, the ever-popular English Pierrots, the Dandies, the Smart Set and the Living Picture Displays". Connecting at Sandringham with the railway was "the service of the Beaumaris Tramway Company whose horse-

cars run frequently during summer, but less often during winter months".

Some of the illustrations are illuminating commentaries on the traffic conditions of 45 years ago. One picture of the main road over the Blacks' Spur near Healesville shows a large easel set up near the centre of the road and a lady artist leisurely depicting the scene, untroubled by the occasional coach or dray that would pass.

Also recalled are the happier financial levels of those days. An advertisement offers a week's holiday at Healesville, including first-class rail-fare, accommodation, and daily drives, for the inclusive cost of £3.

Bargain Station

BUYING a railway station for 1/- seems beyond the bounds of possibility, but such a purchase was completed recently by the Department. The station was Mobiltown (on the Altona line) built in 1953 for the Standard-Vacuum Refining Company at the Company's expense. Included in the terms of the agreement was a clause providing that, in the event of the Company no longer requiring the station, the Commissioners would, if general traffic requirements warranted it, buy the station at an agreed valuation. Recently, the Company gave notice that it no longer required Mobiltown for its own use and offered the station to the Department for the sum of 1/-. The offer was accepted.

British Railways In Action

SOME of the problems that British Railways have to face in carrying out their day to day activities are emphasized by O. S. Nock in his recently published book "British Railways in Action" (Thomas Nelson and Sons Ltd.). Such problems as traffic congestion, gradients, the huge volume of passenger and freight business, are dealt with in a most unusual manner. The author takes the reader with him on a series of trips through various parts of Britain and, in his detailed description of locomotive working and such like, brings out his points. Ninety-four excellently reproduced photographs and details of 30 logs of some fine runs make the book a delight for the locomotive fan. A.J.P.

FRONT COVER

Constant flow of heavy passenger and freight traffic, especially coal trains from Yallourn, across the city viaduct make it one of the busiest spots on the system. Welder S. G. W. Stivey is building up a worn rail, keeping the track in first-class condition for the heavy loads.

AMERICAN RAILROADING

THIS article briefly covers the highlights of the operational investigations, during the visit abroad, of Victorian Railways' Deputy Chairman of Commissioners, Mr. O. G. Meyer, in the comparatively short period between the completion of his Advanced Management Course at Harvard University on 7th December, and his departure from San Francisco on 12th January.

A short three day visit was paid to Montreal to make contact with our dominion colleagues, the Canadian Pacific and Canadian National Railways, where the usual warm welcome was received.

Freight Terminals

The opportunity was taken of inspecting the Canadian Pacific Railways' St. Luc Yard which in 1949, on the occasion of my last visit, was in the initial design stage and is now a busy centre of terminal activity working round the clock and handling over 2,000 vehicles in the 24 hours.

By this time snow was falling and made one appreciate how fortunate we are to escape the rigorous winter conditions for our outside operations which are characteristic of all of North America.

The Canadian National have almost completed plans for a modern hump yard in close proximity, which will integrate their Montreal terminal operations, and is projected to be completed in the next two years at a cost of approximately £15 million.

This yard, which will incorporate the most modern facilities, including electronic control, is based on over two years' preparatory planning covering a thorough engineering and traffic survey of similar installations in U.S.A.

The reports of the investigating committee were most graciously made available for our information.

Another tremendous yard development in course of construction was visited at Conway, some 30 miles west of the important industrial city of Pittsburgh, which forms a junction terminal on the high density trunk routes of the Pennsylvania System. — The "Penny" last year carried over 200 million tons of freight, or about twenty times as much as our V.R. total.

This, when completed, will be the largest terminal operation in North America capable of handling well over 3,000 vehicles in both the easterly and westerly direction in two separate but co-ordinated hump yards.

Finally, a two day inspection was made of the Southern Pacific electronically controlled hump yard at Englewood, near Houston, Texas, which is generally acknowledged as one of the most modern and efficient yards in full operation in U.S.A. A film of this project was readily made available, together with all the data requested.

These yard investigations were rounded off by discussions with the New York Central System executives on the Buffalo Yard, which is completed, and their Elkartd yard which is on the design boards. Both are located on the busy New York—Chicago trunk route with

a train density in excess of 100 trains per day; say, six times that on the Gippsland line.

Rail—Road Co-ordination

Nationwide interviews were sought and demonstrations witnessed of the operation of the so-called "piggy back" transportation of road trailers on rail flat cars. The following are significant points, in brief:

- (a) These operations have had considerable publicity but, although increasing, do not currently represent more than 3-5% of the



Tough going on the Canadian prairies. In 1955, one of the worst blizzards hit the West at the height of the Christmas season.

high grade commodity haulage of the class 1 railroads in the United States and the Canadian Pacific and Canadian National Railways.

- (b) The scheme is utilized in two distinct applications known as Plan 1 and Plan 2.

Plan 1 provides for rail acceptance of all road trailers, irrespective of source.

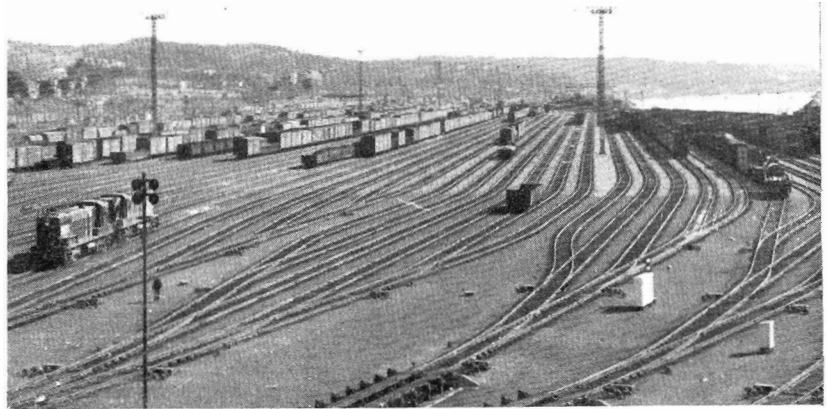
Plan 2 is confined to carriage of road trailers owned by the railroad or a partially or wholly owned subsidiary.

The latter is generally preferred, enabling the railroad to maintain some equality of rate structure with the normal commodity or car load basis and ensure flexibility of train consist.

The Canadian Pacific Railway, the Canadian National Railway, and the larger U.S. railroads, notably the Atchison, Topeka and Sante Fe Railway, the Southern Pacific Railroad Company, the Chicago, Rock Island and Pacific Railroad, and many other minor railroads, utilize this latter plan.

The Pennsylvania Railroad and the New York, New Haven and Hartford Railroad, are the only railroads visited who utilize plan 1.

The Chicago, Rock Island and Pacific Railroad, who were one of the pioneers of "piggy back", are now tending to alter their approach to containers, and are currently engaged in extensive



Conway Yard, near Pittsburgh. This picture shows the west yard, which is already in operation.

experiments with new type large containers associated with special large fork lift trucks.

To meet the requirements of reduced overall height and tare weight, the freight car suppliers have recently offered special flat cars; these are in the experimental stages, but plans and specifications were readily made available.

Light-weight Passenger Trains

Faced with increasing automobile ownership, now standing at a U.S. average slightly in excess of 3 persons

per unit, and the rapidly improving availability of express-way multi-lane roadways, coupled with intense air and bus competition, the United States railroads—as with Australian railways—are finding it increasingly difficult to maintain patronage and the standard of passenger service at present fare levels. They contend that, based on Interstate Commerce Commission formulae, a loss of \$700 million was sustained in 1955 on passenger traffic.

To provide a solution, the railroads and suppliers have been seeking a new approach to the problem.

Historically, the first light-weight train built in America was produced by the American Car and Foundry Company in 1949 to a Spanish railway design and specification known as the "Talgo Train" of tubular design, low height and centre of gravity with articulated suspension.

This Company, realizing the possibility of local acceptance, then produced a prototype with minor modifications to suit conditions in the United States. Three of these trains have now been built and are in operation on short-run shuttle service on the Rock Island, New Haven, and Boston and Maine.

The powerful General Motors Corporation then initiated another experimental solution in the form of a light-weight train known as the "Aerotrain", and the other major manufacturers followed.

Inspection was made of the Budd R.D.C. "Hot Rod" and the Pullman "Train X", whilst the "Aerotrain" and "Talgo" were both inspected and ridden.



Control tower and "hump" at Englewood Yard, near Houston, Texas.

All these trains are in the experimental stage and modifications, particularly to the suspension to improve riding comfort and insulation for reduction of noise level, are still being made, but have some potentialities for Australian application in the future.

Motive Power

Dieselization of the main railroads in Canada and the U.S.A. is practically complete, or will be in the next few years.

In this field it was gratifying to note that the unit utilized on the V.R. has proved itself in U.S.A. and Canada as pre-eminent, over the much longer time span of utilization.

The efforts of the manufacturers are now generally directed towards firstly, higher outputs with the existing engine, secondly, research is being undertaken on some radically new designs of prime movers of higher efficiency which are still in the bench test stage.

Gas turbine applications are being selectively made where the operating conditions are favourable. Lastly, the atomic possibilities are not being neglected in the research sphere, although this phase is admitted to be a somewhat distant prospect in practice.

Research And Development

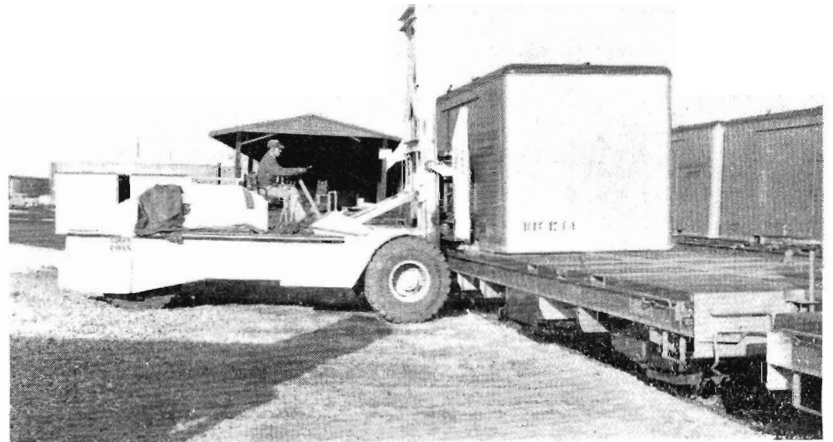
It is well known that, apart from the railroad sphere, American industry as a whole is investing astronomical sums, calculated at £2,500 million—say 2½ times the Federal Budget—for this year on research alone, which is undoubtedly one of the major factors in their national industrial success.

This is relatively true of the railroad industry and their suppliers who are vigorously searching for new and better methods of operating in a competitive atmosphere.

These developments were fully investigated and data obtained on those applicable to our local sphere.



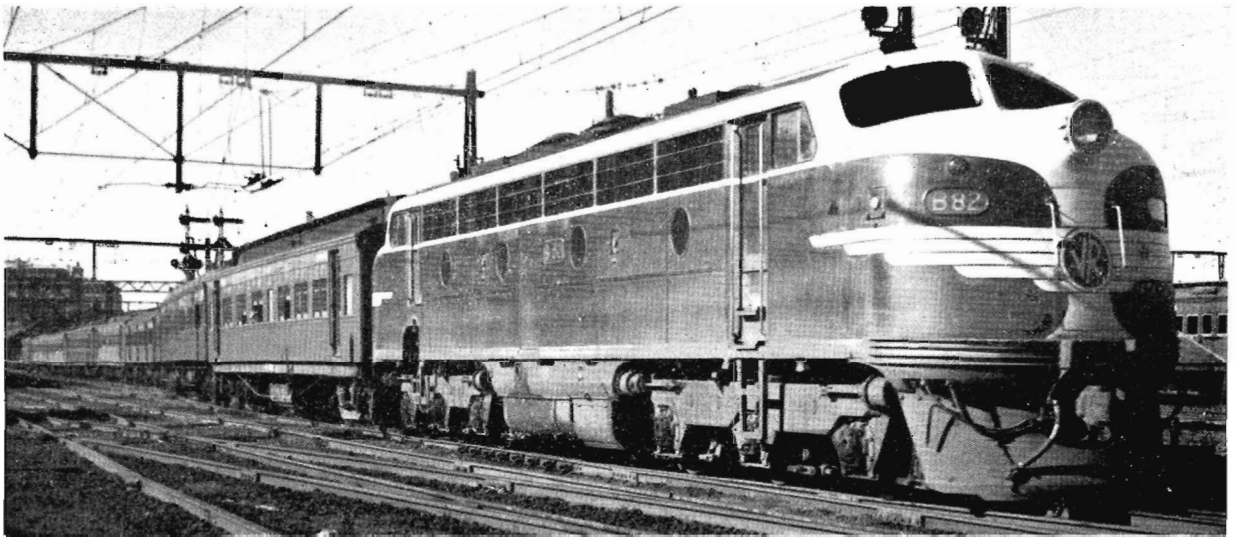
Train examiners' pit cabin for undergear inspection. Note the lights at ground level for night operation.



Rock Island's "Convert-a-Frate" container service.



Two road trailers on a New Haven "piggyback" truck.



Sunday excursion train leaving Spencer Street.



Western District schoolgirls arrive in Melbourne.



Mrs. Eenson, winner of "Driving the Nail" at Ballarat East Loco. picnic. Photo W. Jack

PICNICS BY TRAIN

MORE and more, trains are becoming the accepted means of group travel for picnics, race meetings and conferences. Safe, comfortable transport is assured, with an absence of driving strain and parking problems; and the fares are attractive.

Picnic parties, ranging from young couples and family groups, who go by ordinary trains, to parties of several thousand who need two or three special trains, are all adequately catered for by the Department.

Along with diversity of numbers there is diversity of types and of interests in picnic parties. There are family picnics, Sunday School picnics, trade picnics, friendly society outings, sports and social club excursions, and hiking and cycling parties. Some wish to go to the beach, some to the hills, some to country picnic spots, some to the Zoo, some to the city, and some—like the Australian Railways Historical Society—to travel over strange railway tracks. Whatever their wish and whatever their destination, the Superintendent of Train Services does his best to arrange a train or trains to a suitable time-table.

Some of the picnics recently scheduled illustrate the variety of interests catered for by the Department.

Staff from Australian Paper Manufacturers Ltd. picnicked at Pakenham Racecourse. About 1,500 travelled by two special trains from Traralgon, and another 600 by special train from Heidelberg (picking up passengers at stations on the line and at Melbourne).

Four hundred members of "The Sun" Pedal Club (with their bicycles) travelled by special train to Dandenong and then cycled to Heany Park.

Members of the Federated Pastrycooks Employees Union,



No picnic is complete without a race—an A.P.M. scene.

and their families, went by special train to Mornington for their annual outing.

Scholars from the Whittlesea and District Schools had a special train to take them to Mordialloc.

About 300 went by special train from Ballarat to Learmonth North for the Ballarat East Loco. Social Club picnic. This was the first passenger train on the Waubra line for over 20 years.

Members of the Smileaway Club have made a number of trips by special train to various country centres.

The Australian Railways Historical Society surveyed the Korumburra-Yarram region by diesel rail-car.

Despite the diversity of interest of the various picnic groups, they have one thing in common—the knowledge that a picnic by train is by far the best.

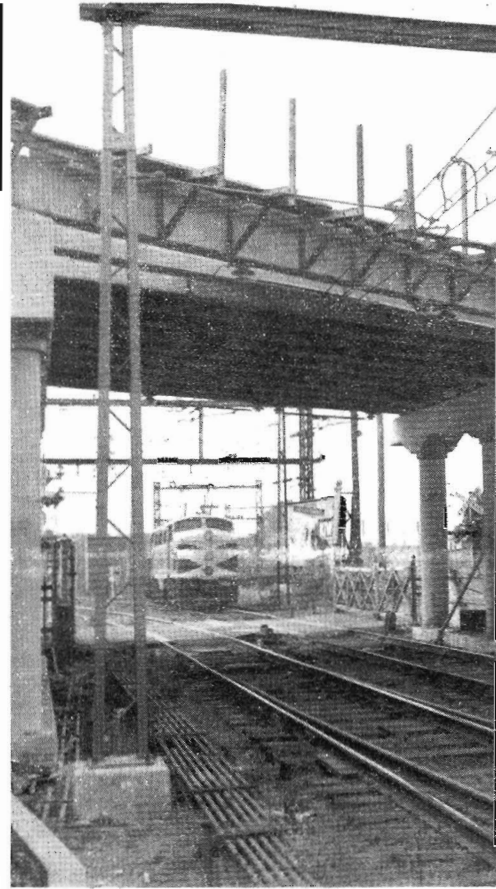


Mr. Perc. Allen (left) watches Mrs. Rickard throw the rolling pin, at Lake Learmonth. She won the event. Photo: W. Jack



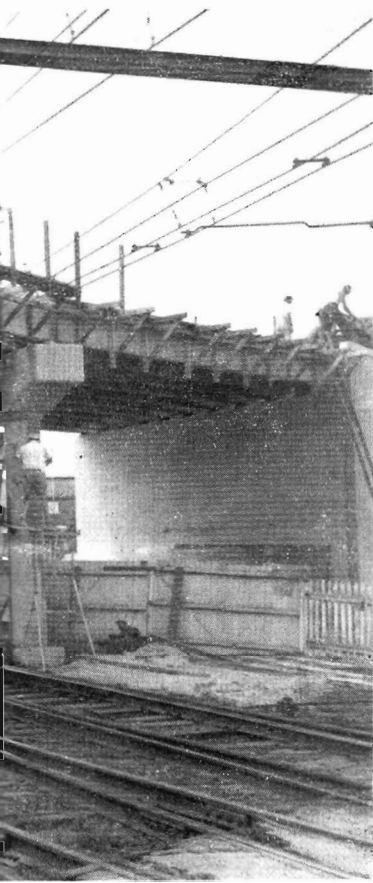
Happy groups leave one of the special trains for A.P.M.'s picnic at Pakenham.

AROUND THE SYSTEM



GRADE SEPARATION: At left is a buried pier road bridge at Frankston Road, Dandenong, to crossing. Girders will rest on a ledge on the inside the roadway will be built up on the right. Pier filling for the roadway, hence the name given to. Above are the spans over the railway track at Hill. This bridge is being built by the Country the level crossing, with gates, which raises 6

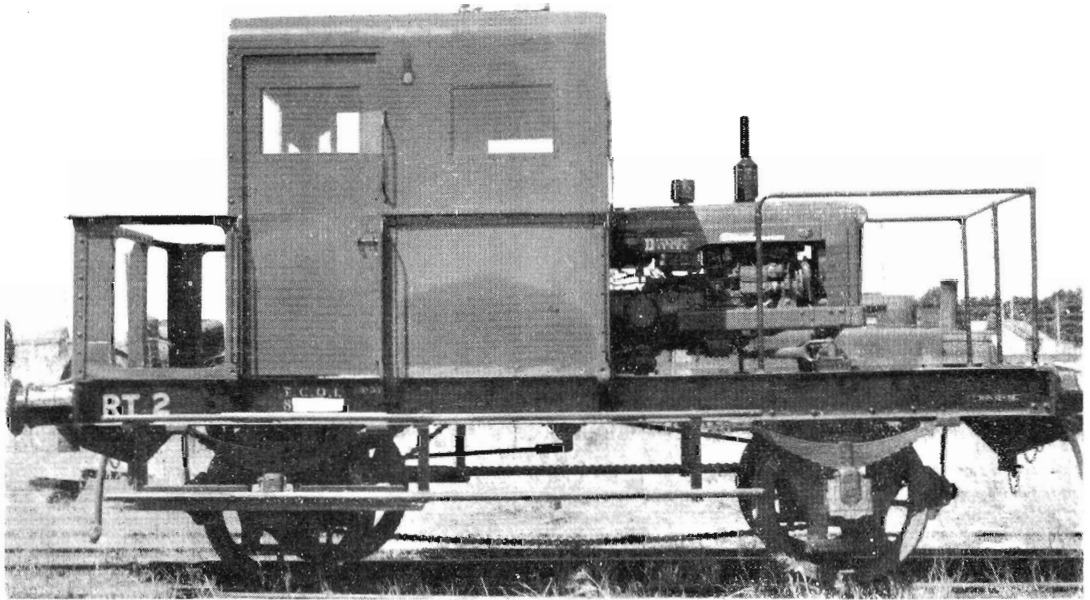
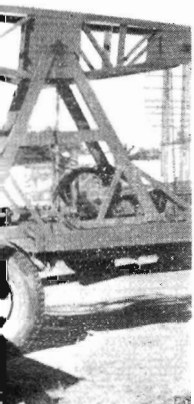




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erg Road, Clifton
Board, to replace
road traffic.



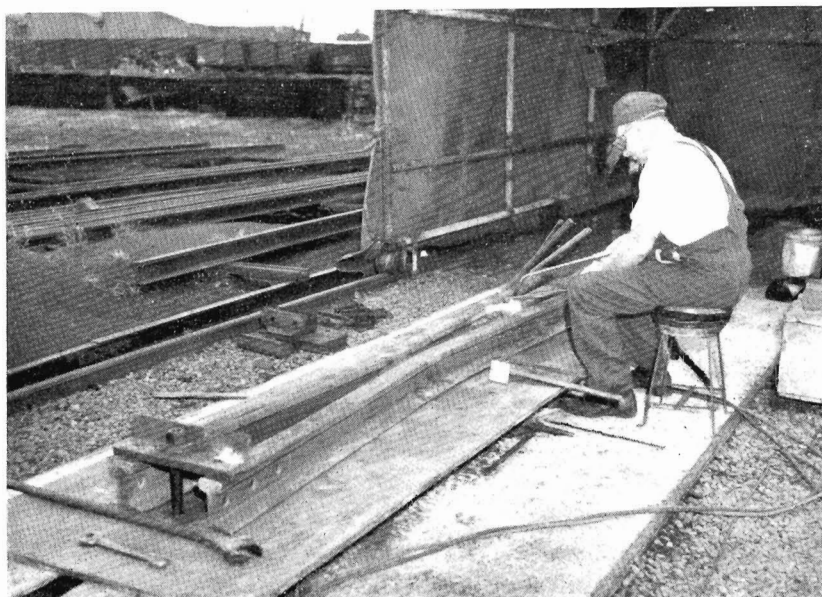
TELEVISION: Mr. E. H. Brownbill, Chairman of Commissioners, being interviewed for Channel 7 News Service. Railway items featured over TV include supersonic testing of axles, the AZ car, *Puffing Billy*, and handling Olympic Games traffic.



SHUNTER: Above is RT2, the first of two more rail tractors to be built at Newport Workshops. It has a Fordson tractor engine of 40 h.p., and being used for light shunting at Moe.

UPROOTED At left, rails from the dismantled Wangaratta-Whitfield line being loaded for export.

IT PAID OFF!



Boilermaker Bridgeman welding a crossing on the new jig.

*T*OP suggestion award for more than a quarter of a century, £380, went to Boilermaker C. Bridgeman, of Spotswood, recently, for suggesting a jig for reconditioning crossings. Names of suggestors are not normally divulged, but, in this instance, Mr. Bridgeman agreed to his name being used in News Letter.

RECONDITIONING of crossings by welding has, up till recently, been carried out on those actually in the track. When in the track, the crossing is firmly held by the fishplates, the adjoining rails, and the dogspikes in heavy crossing timbers.

This enables welding to be carried out without distortion of the crossing.

To overcome the difficulty of welding crossings outside the track without distortion caused by the application of heat, Mr. Bridgeman devised a jig, fabricated of steel joists and plate and set in concrete. This jig is suitable for use with all classes and angles of crossings. The crossing to be reconditioned is clamped on the jig which prevents distortion taking place during welding. The top plate of the jig is cambered to give sufficient pre-set to the crossing to compensate for shrinkage effects produced by welding.

Although reconditioning of crossings is still carried out largely in the track (mainly in the metropolitan area) sufficient are released from the track, especially in outback areas, to make the jig a real money-saving idea.

Another recent suggestion which earned a high monetary award was that lubricating oil be delivered in bulk at

Jolimont and North Melbourne Workshops. Substantial savings resulted from the lower rate charged for oil in bulk as against that in drums. That was a relatively simple suggestion, but, it, too, paid off.

In any large industry there are countless ways of improving methods and practices. Some thought and, at times, a good deal of ingenuity are needed to discover them. But it's worthwhile, both from the suggestor's viewpoint and that of the Department.

To date, more than 56,000 suggestions have been made, and about £30,000 has been paid in awards. During January and February this year more than £750 was paid to successful suggestors.

To make it easier for suggestions to be sent in, specially printed forms (G. 256) will shortly be available at all stations, workshops and depots.



Mr. Bridgeman

FERNTREE GULLY LINE IMPROVED



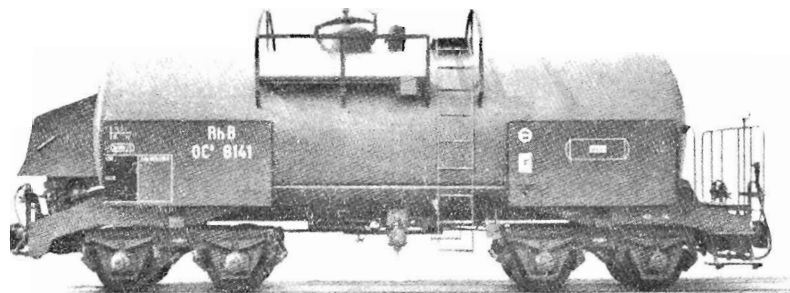
Duplication of the 3-mile section of track between Bayswater and Lower Ferntree Gully was completed in February, to considerably reduce crossing delays. Immediate benefit was an additional train from and to Upper Ferntree Gully in the morning and evening peak periods.

Work included widening and rebuilding in concrete and steel two wooden bridges, additional cattle pits at two level crossings, new down platforms at Boronia (*above*) and Lower Ferntree Gully (*left*), erection of steel structures—similar to those on the Gippsland line—to carry overhead electrical equipment, and rebuilding of the sub-station at Lower Ferntree Gully (*below*) for the 50 cycle conversion scheme. A new sub-station is to be built at Bayswater.

The line from Ringwood to Upper Ferntree Gully ($7\frac{1}{2}$ miles) was opened for traffic on December 4, 1889. Electrification of the line was completed on October 12, 1925. Traffic on the line has increased greatly with the spread of Melbourne's population.



LINES FROM OTHER LINES



Rhaetian Railway metre-gauge tank wagon

Frameless Tank Waggons

FOR transport of liquid fuels, the Rhaetian Railway (Switzerland) has put into traffic bogie tank waggons in which no separate under-frame is used. The waggons were built to travel over all sections of the metre-gauge system, including 1 in 14 grades and 150-ft. curves. They have a capacity of about 4,400 gal. on a tare weight of only 12½ tons. To keep down the weight, the tank itself acts as the frame between the bogies. There are two end-frame structures carrying the central buffers and double-screw drawgear, brake equipment, bogie pivot, and end platform. These frame structures are welded over a length of about 6 ft. 6 in. inwards from the tank end. Inside the tank are electric heating elements to keep warm liquids of high viscosity, and these are fed with overhead-line electric current through standard electric train-heating connexions.

Pneumatic Tyred Trains

PARIS MÉTRO recently inaugurated a service with pneumatic tyred trains on the Chatelet-Marie des Lilas line. New rolling stock, painted blue and cream, has been

provided for the service. Construction of both track and bogies is unusual. Outside the ordinary steel rails are tracks built of lengths of a tropical timber noted for its durability. On the outside of each timber track is a special guiding bar. The bogie has four pneumatic tyred wheels fitted outside the steel wheels. The pneumatic tyred wheels run along the timber track, whilst the steel wheels clear of the steel rail. In the event of a puncture or blowout, the steel wheel drops and runs on the rail. Four pneumatic tyred wheels, fitted horizontally at the corners of the bogie, press against the guiding bars to keep the train on the track. At level crossings, the guiding bars are interrupted and guidance is then assured by the steel wheels running on the rails.

Taking School To The Men

EXTENSION of electrification on the Southern Region, British Railways, means that new depots for servicing and maintenance of electric rolling stock have to be set up at various points. Training of staff is of primary significance because, in the future, many will be new to the job. In addition,

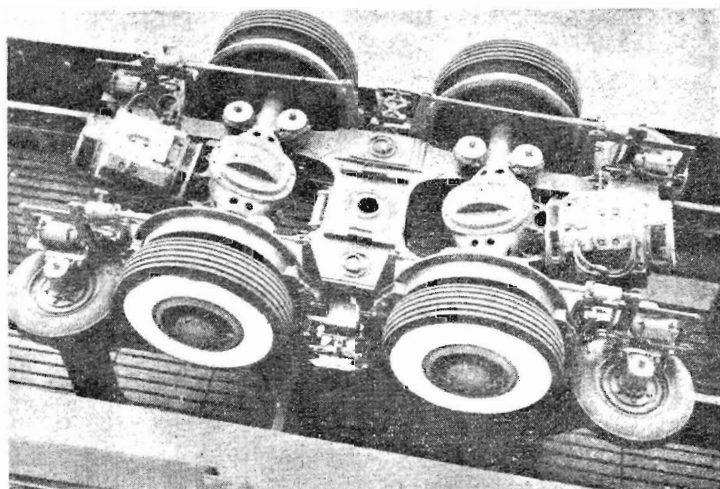
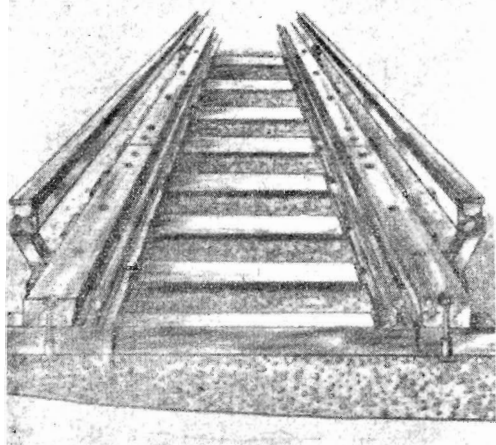
existing staff must be kept abreast of new techniques and new types of equipment.

With this in view, Southern Region has built a 3-car instructional train to travel to the various depots and so avoid the large amount of travelling involved if the staff were required to attend a central instructional school.

Three old passenger cars were converted and their original electrical equipment retained so that they form a complete self-propelled electric train. Seats and compartments have been removed, and the cars fitted with working specimens of the various items of equipment which depot staffs will have to maintain. There are also panel diagrams of electrical circuits, and, in one car, a lecture room with screen and projector.

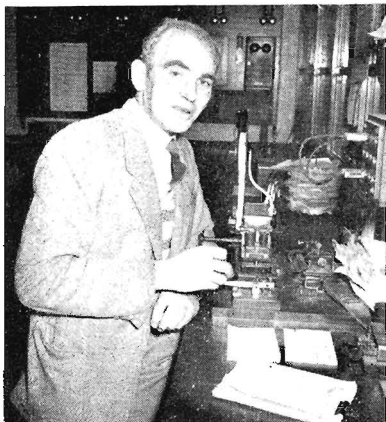
Explosives Train

ALMOST every week a train passes through Rhodesia loaded with sufficient explosives to blow up a fair-sized town. It is the *Copperbelt Explosives Special*, which runs 2,300 miles from the Cape to the borders of the Congo. Each truck contains 16 tons of explosives, and no chances are taken of a hot axle box developing. On the slightest suspicion of trouble, the particular truck is detached from the train and the contents off-loaded immediately into another truck. After two days' steady steaming through the Cape, the train approaches the Bechuanaland border, keeping to a rigid timetable. By the fifth day it is passing the check point at Bulawayo, and it continues through Northern Rhodesia to Ndola, where it finally arrives a week after it started out. Then the five or six trucks required for each of the copper mines are shunted off and attached to branch line trains to complete the last lap of the journey.



At left is a section of track, showing the guiding rails, timber track, and steel rails. At right is one of the bogies showing the wheel arrangement.

AMONG OURSELVES . . .



Clerk J. P. Haeusler, Hamilton station-master's office, moved into a new home just over two years ago. There was no garden and he had to cart in fresh soil. However, so keen is he at gardening that, since then, he has won two prizes in the Junior Chamber of Commerce Garden Competition. Mr. Haeusler's new garden is well planted with shrubs and annuals. His preference is for lilliums and dahlias.

Life-saver

QUICK thinking and action by Ganger Alan Flynn, of Wallan, saved two men from drowning in the Barwon River at Ocean Grove, earlier this year. The two men had been fishing in the river from a boat, which capsized and threw them into the water. One of the men, who lost his left hand some time ago, was a non-swimmer and it was only with the help of his companion that he kept his head above water.

Mr. Flynn, who was holidaying at Ocean Grove, noticed their plight and ran to a nearby boat, only to find that it was small and had no oars. He pushed the boat out and paddled it with his hands to where the two men were struggling. He could not get the men into the boat, but helped keep them up by holding their heads up. Two brothers then came to the rescue with a bigger boat and the two men were taken to the river bank.

Both men visited Mr. Flynn at Wallan to thank him personally for saving their lives.

New Chalet Manager

MR. Lindsay Wotherpoon, recently appointed Manager of The Chalet, Mt. Buffalo National Park, joined the old Audit Branch in 1925. Later he transferred to the Accountancy Branch. Anxious for travel experience and to see how people on the other side of the world lived, Mr. Wotherpoon took 18 months' leave without pay and travelled through the United States and Canada. While there

he took a variety of jobs which gave him an insight into the character and style of living of the people.

Returning from U.S.A. in 1931, he was on loan to the Victoria Police Department for four years. When he rejoined the Railways, he transferred to the Refreshment Services Branch when his association with Mt. Buffalo began. He acted as relieving senior clerk at The Chalet and in other capacities in the Branch until early 1942 when he joined the R.A.A.F. as a Messing Officer. He saw service in Darwin, Borneo and Morotai.

At the end of the war Mr. Wotherpoon was appointed Staff Clerk in the Refreshment Services Branch. For the past nine years he also acted as Relieving Manager at The Chalet.

Versatility

CLERK George Zonnios, Parcels Sub-division, Accountancy Branch, is a leading member of the International Committee of the V.R.I. Object of the Committee is to bring together old and new Australians. Mr. Zonnios was born at Alexandria, Egypt. He left Egypt in November 1953 and migrated, with his family, to Australia. After appreciating the opportunities here, he was responsible for a number of friends migrating also, many being introduced to this Department.

Mr. Zonnios's capacity as a linguist is used by the Department. He is called on by the Police Department as a sworn interpreter in Greek, Italian, Arabic and French, while he is engaged by the Education Department as an English tutor in classes for New Australians.

He has an impressive school sporting record, too. He won a cup for the pentathlon and has medals for winning discus throwing, high jump, shot putt, long jump, 100 metres sprint, basket ball, and soccer.



Mr. Zonnios with some of his sporting trophies.



Fireman C. C. King, of Hamilton, is Deputy Drum Major of the Hamilton Scottish Pipe Band, and was secretary for three years. He is branch secretary of the A.F.U.L.E., a committee-man of Hamilton V.R.I. sub-centre, and holds the 2nd year First Aid certificate.

Railway Ball

THE committee which conducted the very successful first post-war Railway Staff Cabaret Ball last year has arranged for this year's ball to be held in July at the Palais-de-Danse, St. Kilda. Full details will be given in the next issue of *News Letter*.



Mr. Bollinger

From U.S.A.

AMONG the nationals from many countries who are in the railways, citizens of the United States are, naturally, very rare. The Rolling Stock Branch, however, can boast of one—Rail Motor Second Man Lewis Bollinger, of the Spencer Street Rail Motor Depot, who came to Australia about seven months ago.

An ardent railway enthusiast, the call of the iron road was too strong for Lewis to consider any other job, so he joined the Department shortly after his arrival.

His impression of life in Australia is that it is more leisurely than in the States. Food prices seem slightly lower, but he is amazed at the "enormous prices" paid here for secondhand cars. He is not yet acclimatized to Mel-

bourne's weather and asserts that he feels colder here at 47° than in his home town—Birdsboro, Pennsylvania—when the temperature was ten below freezing point. Despite this, Lewis says that if he goes home he will undoubtedly return again to Australia.

Tender Thoughts

WHEN Boilermaker William Rawet, of Newport Workshops, who began as a boilermaker in the old Boiler Shop and was engaged on repairing tenders, retired recently, his work-mates presented him with a model tender and a wallet of notes, at a special party.

Mr. Rawet, who had 32 years of railway service, is now visiting his daughter in New Zealand. His main hobby is gardening, and he will have plenty of scope for this on his return.



Mr. Rawet, with the model tender in front of him, at his farewell party at Newport Shops.

Photo: F. Schiller

Athenaeum President

ELECTED (unopposed) as president of the Melbourne Athenaeum, Mr. W. R. Hemming, sales promotion officer in the Advertising Division, is believed to be the first Victorian railwayman to occupy that position. The Athenaeum is Victoria's oldest institution. Originally the Melbourne Mechanics' Institution, it was founded in 1839. Mr. Hemming, who served with the Light Horse in World War One, has always taken a keen interest in civic affairs, and is also a Justice of the Peace.



Mr. McCartney

Loadings Up—Costs Down

AFTER 50 years' service, Mr. L. McCartney recently retired as Chief Special Officer and Supervisor of Weighing in the Commercial Branch.

Among the varied duties of that position is a continual check of trucks to ensure they are loaded to capacity, but not overloaded. Mr. McCartney says he is particularly proud of the results achieved for brown coal and wheat. A recent analysis of truck loadings of brown coal from Yallourn showed an average of 99.69% full capacity, while similar good results were obtained for this season's wheat.

Improved wheat loading diagrams introduced by the Division have, he

says, increased the capacity of the 22-ton truck by 1½ tons, with a consequent saving in working expenses.

A returned soldier of First World War, Mr. McCartney was on loan to the U.S. forces during the Second World War, for work on the transport side of Lend Lease.

After a trip to Central Australia he intends to spend a lot of time on the bowling green.

Indian Student

MR. Ajit Bhogal, a supernumerary draftsman in the Architect's Office, came to Australia in 1951 to study architecture at Melbourne University. He joined the Department last September, and is now doing the final year for his Diploma of Architecture. Mr. Bhogal finds his work here of great benefit in his course. He cannot speak too highly of the kindly help given him by Mr. R. C. Oliver, Senior Architect, and the staff of the Architect's Office. Mr. Bhogal's home town is Jullundar, in the Punjab. He has a younger brother working on the North Western Railway. His father was a sergeant in the Indian Army during World War Two, and was for some years a P.O.W. in Singapore. For relaxation, Mr. Bhogal plays soccer and hockey at the University.



Mr. Bhogal

Thanks

FROM the Lord Mayor and members of the Executive Committee of the Lord Mayor's Country Children's Holiday Camp Fund "expressing sincere appreciation for your gesture in making a tramcar available for the play area at the Portsea Camp. The tramcar should prove a highlight at the Camp, especially for those children from the outlying areas who will, no doubt, obtain great enjoyment in playing in the tram."

—F. H. Rogan, Town Clerk, writing to the Chairman

"For your efficiency in moving a further supply of lead from Port Pirie to Melbourne in approximately 3½ days. Very many thanks for your co-operation."

—John McIlwraith Industries Ltd.

For the prompt attention of *The Daylight* hostess, Miss Benoit, also the guard and stationmaster at Spencer Street "when I fell and bruised my eye badly. May I offer my sincere and grateful thanks to your staff who were so kind to me."

—Mrs. M. Cramm, Milson's Point, N.S.W.

Of the Board of Directors for "the arrangements made in connexion with our special train to Morwell for the Official Opening Ceremony. The standard of the train itself, its comfort, timing, and the organization generally was acclaimed by all those who enjoyed a very excellent journey in both directions".

—A. E. Chadwick, Associate Director, Gas and Fuel Corporation of Victoria.

For courtesy, co-operation and excellent service received by students of Yallourn Technical and High Schools on a special train trip to Warragul for a combined schools' sports meeting.

—E. L. Scott, Principal, Yallourn Technical School

To stationmaster and staff at Broadford for handling of wool clip.

—P. S. Grimwade, Glenaroua Homestead, via High Camp

For the recovery of a hat which blew through an open carriage doorway. To retrieve it a porter walked halfway to Ormond from Glenhuntly. "I proffered a reward which he quite indignantly refused. As this is not merely courtesy but 'going the second mile' I take pleasure in reporting it. I did not get his name, but he is a New Australian—tall, dark and rather slim. He is a credit to the Railways."

—Rev. A. W. Guy, Wesley Church, Melbourne

For kind attention given on a recent trip to Tamworth with three young children and "in particular, my gratitude to the Hostess on duty from Melbourne to Albury. All people concerned contributed to make the journey a memorable one."

—Mrs. J. M. Keats, Tamworth, N.S.W.

"For the courtesy and attention I received from the Guards on the Warracknabeal train, when I had to bring my mother, a stretcher case and very ill, home. The attention we received from the three Guards during the trip was unsurpassed and made easy for me a trip which I dreaded."

—Miss T. Evenden, Warracknabeal

"To the office on Platforms 2 and 3, Flinders Street. While waiting for a train, I suddenly became faint and, as I had my very little boy with me, I knew I would need some help. One of your porters most kindly procured a glass of water for me and I was most grateful for his kindness and help."

—Mrs. H. Scambler, Blackburn

To the stationmaster and staff at Ararat "for your generous assistance in connexion with the transport of the girls from Melbourne to the Allanvale Legacy Camp. Actions such as yours help to make the holiday for the girls such a success."

—J. M. Muntz, Hon. Secretary, Legacy Club, Ararat



"Ern's goin' t' give us a xylophone solo."

(Courtesy of The Bulletin)

Unique Christmas Card

LAST Christmas, Mr. J. Mortimer, who has since retired as A.S.M. at Caulfield, received a Christmas card from Mr. C. D. Gavan Duffy, well-known railway enthusiast and safe-working historian. The card (reproduced below) was a photograph taken by Mr. Gavan Duffy at Gisborne station at Christmas 1910, one month after Mr. Mortimer joined the Department as a lad porter. In his capacity as A.S.M., Mr. Mortimer served at Carrum, Bentleigh, Wodonga and Caulfield. Now he and Mrs. Mortimer are getting ready for a trip to Hong Kong to visit their married daughter residing there. Mr.

Mortimer intends spending most of his retirement following cricket and football, interspersed with a little gardening and some sightseeing in Victoria.

POSTERS

CAN I AFFORD IT?



- PETROL
- + OIL & GREASE
- + TYRE WEAR
- + REPAIRS
- + INSURANCE
- + REGISTRATION
- + DEPRECIATION

All Add Up To AROUND 1/- A Mile
+ PARKING FEES (they may be double!)

BUT The Average Suburban Train
Fare Is UNDER 1/2 A Mile

AND There's No Driving Strain
When I Travel By Train

This poster, displayed on all suburban stations, was part of the publicity campaign to drive home the high cost of motoring compared with train travel. It was reproduced also as newspaper and magazine advertisements.



Left to right: Lad Porter J. Mortimer, Stationmaster A. Grimshaw, and Mr. Bertram (local grocer) at Gisborne station office, Christmas 1910.



Victorian team and officials at the inter-system cricket carnival, Sydney. *Front row* (l. to r.): J. Heffernan and R. Greene (Newport Workshops); J. Culliver (Spotswood Storehouse). *Middle row*: K. O'Shannassy (Commercial Branch); L. Fisher (Stores Bch., Geelong); C. Hovey (Traffic Bch., Geelong); K. Carmody (Traffic Bch., Caulfield); J. Williamson (North Melbourne Loco.); R. Marsh (Newport Workshops). *Back Row*: A. Driver, Past Pres., V.R.I.C.A. (Spencer Street Station); J. Booth, N.S.W. Liaison Officer; D. O'Donnell, Vice Pres., V.R.I.C.A. (R. S. Bch., Geelong); W. Clanchy, Scorer, (Traffic Bch., Ripponlea); W. J. Crowe, Manager, (Traffic Bch., Flinders Street); L. Hill, (W. & W. Bch., Flinders Street); R. Jenkins (Newport Workshops); W. Huntington (Commercial Bch.); W. J. Donald, Institute Representative; L. Harding, President, V.R.I.C.A. (North Melb. Loco.).

SPORTS

Interstate Cricket

THE Australian Railways Institutes' Cricket Carnival held in Sydney was most successful. The hospitality extended by the N.S.W. Committee to its guests and the organization of matches and social functions left nothing to be desired.

All seven systems competed and the cricket was of high standard. Interest was maintained throughout the carnival as the result was not clear until the final day's play. The old bogey—rain—interfered with play on two days. New South Wales won the Shield and Cup; and Queensland retained the R. Tait bowl (awarded to runners-up). Following are the final points: N.S.W. 19, Queensland 18, Victoria 15, South Australia 12, Commonwealth 10, West Australia 9 and Tasmania 5.

Victorian Team

THE carnival fielding trophy was won by J. Culliver (Spotswood Storehouse).

Some batting performances were: C. Hovey, 225 runs, highest score 100 n.o.; J. Heffernan, 56 runs, highest score 22; W. Huntington, 83 runs, highest score 49 n.o.; J. Williamson, 132 runs, highest score 62 n.o. Best bowling figures were obtained by J. Heffernan, 15 wickets at an average of 8.1; and L. Hill, 15; 12.0.

The team played five matches, winning three (against South Australia,

Tasmania and Commonwealth) and losing two (N.S.W. and Queensland).

V.R.I. Honoured

AT the conference held during the carnival the first Life Membership granted by the Australian Railways Institutes' Cricket Association was conferred on Mr. Roy Kydd, V.R.I. Sports Secretary, who has been actively associated with these carnivals since their inception in 1929.

The Next Carnival

RAILWAYMEN who are keen to represent the State at the next carnival should note it will be held in Perth during February 1959.

Table Tennis Resumed

AFTER a lapse of two years, the mid-week V.R.I. table tennis competition will be resumed this season.

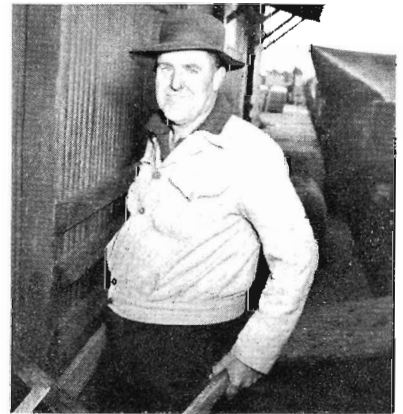
At the annual meeting of the association, 10 teams nominated. Matches will be played at the club rooms, V.R.I. Flinders Street, on Monday, Tuesday, Thursday and Friday nights. Intending players should contact V.R.I., Sports Secretary, Auto. 1109, for further details.

Hamilton Golfer

ROAD FOREMAN H. C. Chandler, of Hamilton, has played at V.R.I. Country Golf Week, and was a member of the 1955 Shield Team which visited Brisbane. He plays with Hamilton Golf Club on a handicap of 11. Some years ago, when he played at Doon, his handicap was down to nine.

In the past three or four years, he and his two sons have won 24 pewter mugs and many other golf trophies.

Mr. Chandler's territory covers the line from near Glen Thompson to Portland, the Coleraine and Casterton lines, the Mount Gambier line as far as the South Australian border, to Penhurst on the Warrnambool line, and to Toolondo on the Balmoral line.



Goods Trucker B. H. Barrett, of Hamilton, is on the committee of the Imperial Football Club, runners-up to Portland in the Western District League last season. Earlier, he played in the back pocket for Cobram and Leitchville. Nowadays, poultry breeding and gardening take up most of his leisure hours. He breeds Rhode Island Reds purely as a hobby and not for show purposes, and manages to keep his home supplied with fresh vegetables.

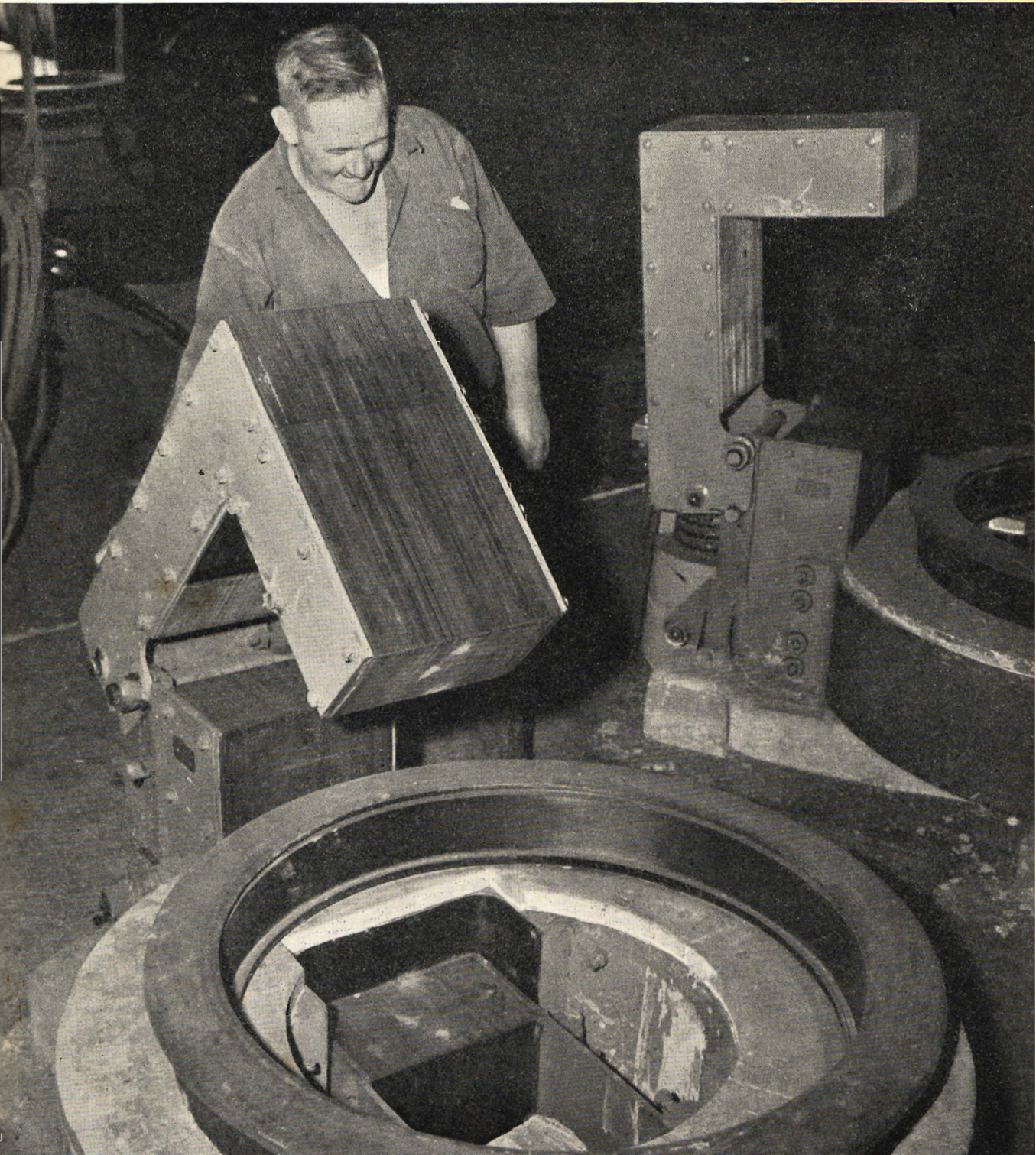
VICTORIAN RAILWAYS

NEWS LETTER

MAY



1957



THE MONTH'S REVIEW

Good Staff Work

VIGILANCE and promptness were the keynotes in preventing a diversion of traffic from rail to road, recently. An assistant stationmaster discovered that a consignment of cheese was being carried by road transport. Left unchecked this would have meant the loss of traffic worth £6,000 a year. However, the A.S.M. promptly reported the matter and it was referred to the Transport Regulation Board. As a result the traffic again goes by train.

Hearing of a big contract for the Portland Harbour works, a stationmaster forwarded all relevant details so that arrangements could be made to interview the contractor. This traffic, too, goes by train because of his efforts.

In another case, a stationmaster stopped a semi-trailer unloading firewood onto a firewood storage site at the railway station.

Such examples of good staff work cannot be dismissed lightly, for only by prompt discovery and reporting of diversion of traffic can suitable action be taken to counter it.

Big Wheat Lift

DURING January this year, 13,300 trucks of excess wheat from country elevators were loaded, compared with only 8,746 last year, although the harvest this season was lower. The reduced crop was due to the unusually wet autumn and winter, which prevented sowing of large areas prepared for wheat and, in some instances, because of water-logging of some areas sown to wheat early in 1956.

However, for the same reason, harvesting was delayed and the excess wheat shift did not begin until much later. Nevertheless, by the end of January it had finished.

High yields per acre on the lines running northwards from Kerang, Boort and Wycheproof partially compensated for the loss of production in other areas, but presented new haulage problems to the Department.

Of the 15,248 trucks required throughout the State, 7,858 had to be placed at elevators in the Bendigo Railway District.

Writing to the Chairman of Commissioners, the Chairman of the Grain Elevators Board, in summarizing the wheat haul, said: "Despite that concentration of trucking, a really good overall wheat movement was achieved and my Board has directed me to convey to you, your fellow Commissioners, Officers and Staff, the Board's sincere appreciation of the service rendered . . . also appreciation for the excellent co-operation by your Departmental Officers and Staff with this Board's Officers and Employees."

Superphosphate Traffic

WHILE this big wheat lift was going on, the Department hauled 70,435 tons of superphosphate—an all-time record for January. During February, 97,312 tons of superphosphate were moved; also an all-time record for that month. In March 107,534 tons were railed, the highest in any month for 19 years.

Despite the heavy concentration of wheat and superphosphate, ample rail trucks were available for all other traffic.

Export Pears

FRUIT crops, like the wheat crop, were delayed by heavy rains, and the export of pears this season did not begin until February. During February, 59 T trucks, carrying 35,580 cases, were loaded at Shepparton and district for export to London, Liverpool, Hull and Glasgow. During March 140 T trucks, with 81,630 cases, were railed. Most of the export pear trade, even from as close as Blackburn, is handled by rail to ship's side in T trucks.

Transport of these three important commodities—wheat, superphosphate and export pears—gives some indication of the vital part the Department plays in assisting the man on the land to market his produce and to receive necessary supplies.

Group Travel

MORE than 400 women bowlers from Victoria, New South Wales and Queensland went by train to Perth for the recent Australian Women's Interstate Bowling Carnival. Many travelled by *The Overland* on various days, but an extra division had to be run to cater for the others. An extra transcontinental train and extra cars on the ordinary trans. trains were necessary for the bowlers. Payment for the bulk of the Victorian bookings was made by a cheque for £10,000, the largest ever received at the Victorian Government Tourist Bureau.

A special train also ran to and from Geelong recently for the Australian Natives Association 80th Annual Conference at Lorne. Like the women bowlers—and many other people for that matter—A.N.A. delegates prefer the relaxation and comfort of train travel.

Back To Coal

MOST of the 100 oil-burning steam locomotives are being re-converted to coal burners because of substantial and progressive increases in the price of residual oil. It is now more economical to use black coal instead of oil as fuel.

First locomotive to be converted by

the Department to an oil burner was an A2, in December 1945. Since then the difficulty of obtaining assured supplies of good quality black coal, combined with the fact that oil could be purchased at a satisfactory price, fully justified expansion of the conversion programme. Fuel costs are one of the Department's largest items of expenditure, and they are constantly under close examination.

Departmental policy has been to vary types of motive power—diesel-electrics, diesel rail-cars, oil-burning and coal-burning steam locomotives—so as to limit dependence on any one fuel. A varied and flexible locomotive fleet enables full advantage to be taken of any fall in the price of a particular fuel. This results in more efficient and economical operation.

Daylight Travel Popular

THE DAYLIGHT service in each direction between Melbourne and Sydney, on every day of the week except Sunday, has proved a very successful innovation. The first daylight train to Adelaide—run for the Davis Cup Final—also proved popular with the travelling public.

The second daylight service to Adelaide was run at Easter. Modern all-steel air-conditioned cars, with a dining car, formed the special express. Breakfast was available for travellers when they joined the train, and light refreshments and a special Good Friday luncheon were served.

New African Magazine

PRESENTATION of a bright, readable and very informative magazine is the basic aim of *Railway Engineering*, the first number of which is just to hand from Odhams Press, Cape Town. By covering the whole railway network of that section of Africa south of the equator, the magazine hopes to prove a valuable instrument towards closer co-operation and better understanding of mutual problems. There is ample scope to work on in a vast area in which 12 thriving territories are served by 25,288 route miles of railway line, more than 20,000 miles of it interconnected to form the most extensive 3 ft. 6 in. gauge rail network in the world. In the area are 11 public railway systems and more than 100 industrial railways. The first number is well-produced and suitably illustrated, on good paper and with clear type.

FRONT COVER

Blacksmith C. Owens opens the transformer core of the new electric tyre heater at Newport Workshops. Story on page 7.



Forwarding agent's employees loading a consignment for Brisbane into a louvre truck in the Melbourne Goods Yard.

FORWARDING AGENTS

THE forwarding agents' bulk truck load scheme is working well and has resulted in substantial traffic being diverted from road to rail.

IT was introduced some time before the 1954 Privy Council decision gave freedom of the roads to interstate road operators, and the value of the scheme to the Department was enhanced considerably when road taxes were lifted and competition became more acute.

Initial discussions before 1954 with the Forwarding Agents' section of the Melbourne Chamber of Commerce indicated that the introduction of a co-ordinated scheme would be welcome as its members were losing much business to road transport.

Consequently, reputable forwarding agents were then approached with a freight agreement which provided for a minimum of 1,000 tons of traffic to be forwarded between

two capital cities; carriage at owner's risk; loading and unloading to be performed by the contractors concerned; and the traffic to be consigned as "one truck load of merchandise".

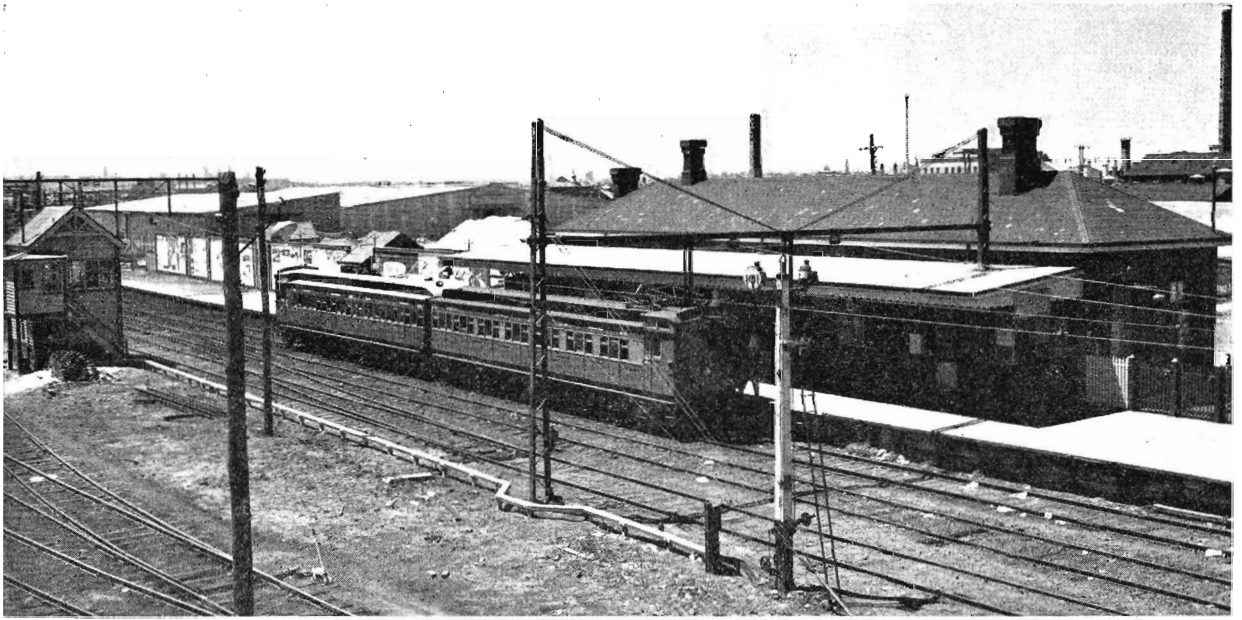
The scheme, which resulted in an immediate improvement in rail traffic, provides the following advantages :

- Door-to-door service ;
- Reduction of claims payment ;
- Less handling and accounting costs ;
- Value of having a firm's selling staff working for the railways, backed by the goodwill of the company ;
- Improved tonnages loaded into trucks.

Commercial agents seeking business under this scheme reported that many new manufacturers were opening up in areas up to 20 miles from Melbourne and the door-to-door delivery met all requirements; business men welcomed the opportunity of choosing a forwarding agent from the list provided and exercised that right of choice; a forwarding agent's goodwill was an influencing factor in the Department gaining the business.

During recent months forwarding agents have been forced to meet the competitive rates of road hauliers, but the fact that about £260,000 Victorian rail revenue a year is derived from the scheme clearly demonstrates its success.

Forwarding agents provide an effective and reasonably priced door-to-door specialized service; give close attention to the needs of their particular business; and have a long and personal association with merchants and manufacturers. This valuable commercial background makes them eminently suitable as selling agents for rail service.



Port Melbourne station



Stationmaster P. J. O'Meara has been in charge at Port Melbourne for about 12 months. Prior to that he was at Seymour for nine years.

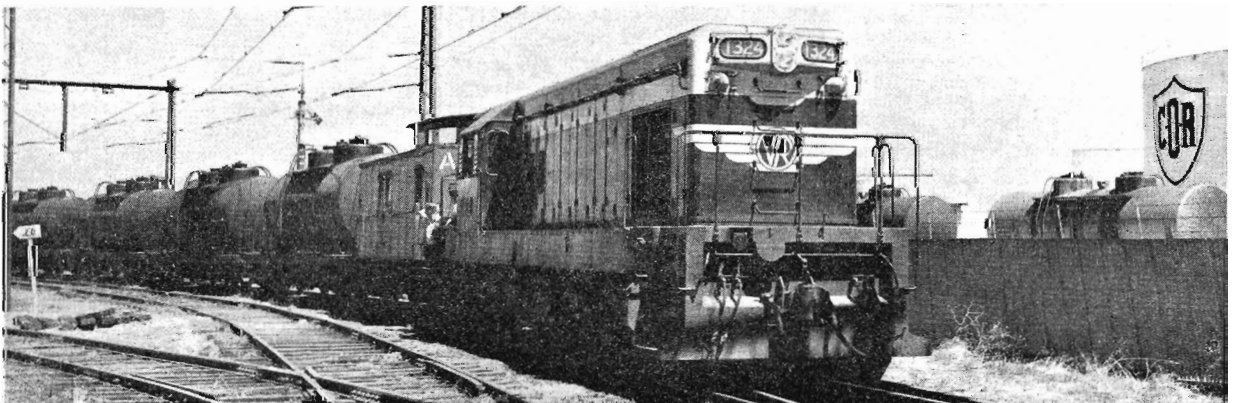
OLDEST SUBURBAN TERMINAL

UNDER its earlier name of Sandridge, Port Melbourne was the first suburban terminal station in Australia. It came into service following the official opening of the line on September 12, 1854. Since then, Port Melbourne station has played an important part as the railway front door to Victoria.

In the 'fifties of last century it was

the door through which came thousands in search of gold; in the fifties of this century have been other thousands, this time in search of freedom. In between, were wars, with contingents of men and munitions going and coming.

There have been, too, over the years, the constant stream of trippers sailing down the bay in *Ozone*, *Hygeia* and *Weeroona*, and needing trains to take



T324 shunting tank waggons at C.O.R. depot.



Station yard

them to and from the pier. There was the blue and silver *Boat Train*; and the liners *Mariposa* and *Monterey*, bringing American tourists to Victoria.

During the Second World War, Port Melbourne was a hectic place, with up to 50 ships in the Bay waiting to get into the piers, thousands of American troops disembarking, war materials stacked along both sides of the piers, and 2,000 to 3,000 Americans camped in temporary barracks alongside the station. Business was brisk with each man wanting to travel into the city.

Things have changed in many ways at Port Melbourne, but it is still a busy centre. Stationmaster P. J. O'Meara has a staff of 34 to cope with the traffic at the station and yard, at Station and Princes Piers, at Graham goods siding, and for the placing of goods into Montague Shipping Shed.

In by train and out by ship go butter, cheese, condensed milk and milk powder, meat, dried fruits, canned fruit, flour, wheat, oats, barley and other goods. In by ship and out by train are goods of all description. For example, *Strathnaver* brings in about 1,400 tons of mixed cargo each trip. All C.O.R. imports come through Port Melbourne, and eight big rail tank waggons go to Redcliffs each week, as well as waggons to lots of other places.

Migrant ships bring 600 or 700 people bound for Bonegilla reception centre, and other ships bring more private migrants and tourists. And tourists make great use of the train when they're in port—into the city in the morning, back for lunch, into the city again and back for dinner, and probably back to the city for a show at night. Last year, just on 500 ships berthed at Station and Princes Piers, and Port Melbourne station was concerned with each of them—either with passenger or goods traffic, or both. At times, there are eight ships at the piers, loading or unloading.

All-in-all, Port Melbourne station, with its railway lifeline to the city and then throughout the State, is just as important to Victoria today as it was 100 years ago.



Station Pier today is a striking contrast to its predecessor, the Hobson's Bay Railway pier (below) as it was in 1873.





The widened Spencer Street Outward Parcels yard.

PITCHING A YARD

TRAFFIC congestion at one of the city's busy points has been eased with the widening of the delivery bay at the Outward Parcels Office, Spencer Street.

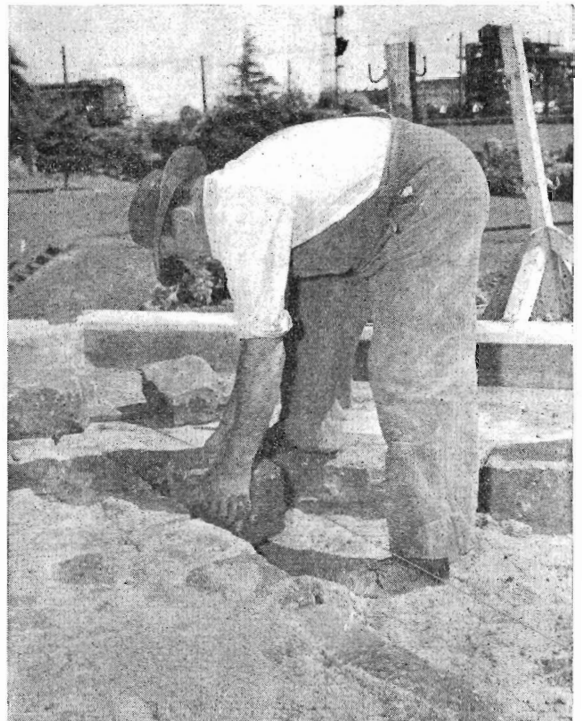
AT peak periods, a continuous stream of road vehicles has to find parking space while the drivers lodge their parcels.

The existing bay was widened by 16 feet, the space being taken from the lawn and gardens at the side of the Head Office and built up to the required level by filling.

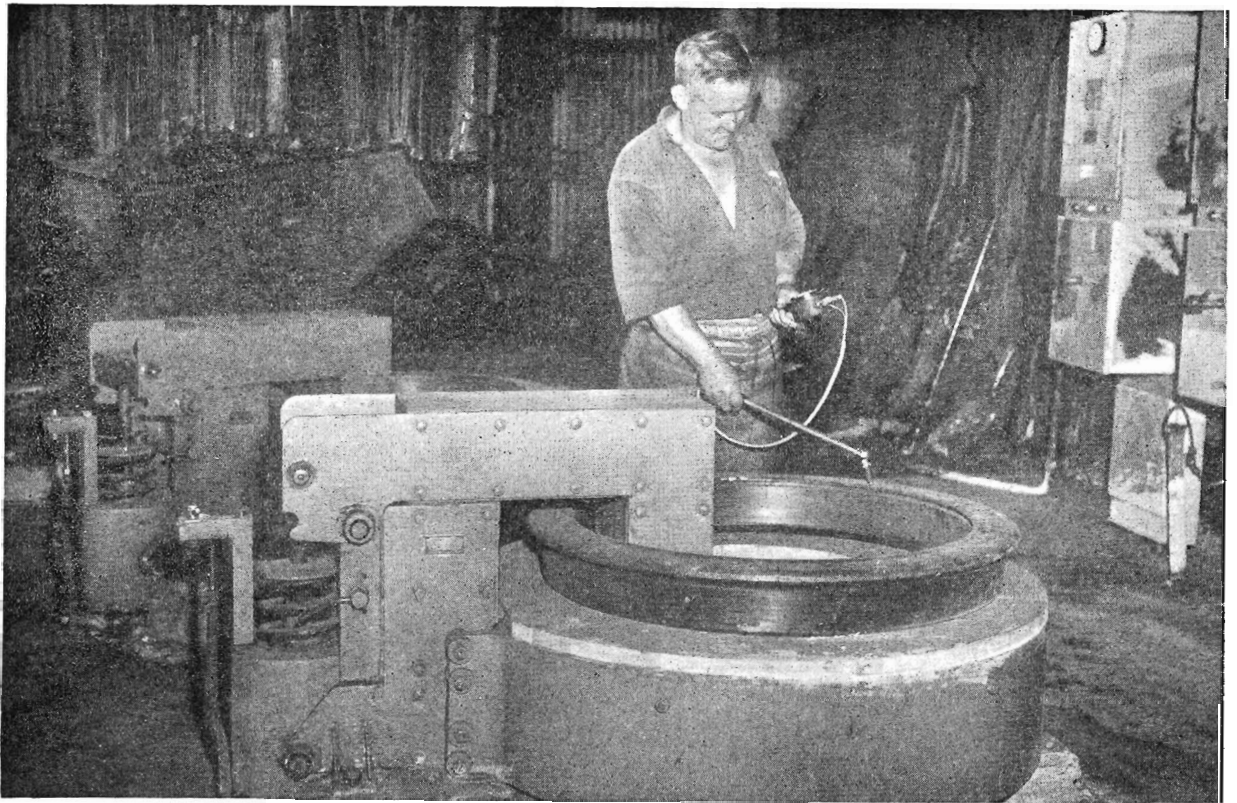
The new area has been paved with bluestone pitchers, set in a cushion of sand, carefully levelled and laid in line. This method of road surfacing, popular for heavy traffic in the days of horse-drawn vehicles as the cobbled surface provided a good grip for horses' feet, was used because the filling is liable to consolidate unevenly and the pitchers can take this up without cracking. When settling is complete the area will be surfaced with bitumen.

As a safety measure, rail posts in concrete have been set at the edge, with a steel mesh and rail fence behind them.

The alterations are expected to almost double the capacity of the area.



Actg. Paver G. Montesano laying bluestone pitchers.



The new : Blacksmith C. Owens measures tyre temperature with a lay-on pyrometer. At the right is the control panel.

ELECTRIC TYRE HEATERS

INDUCTION type electric heaters are now being used at Newport Workshops, instead of compressed air fed coke fires, to heat tyres for fitting on to wheel centres.

WITH coke fires, tyre temperature control was not easy, dust and ash were produced, while the coke itself was becoming increasingly difficult to obtain.

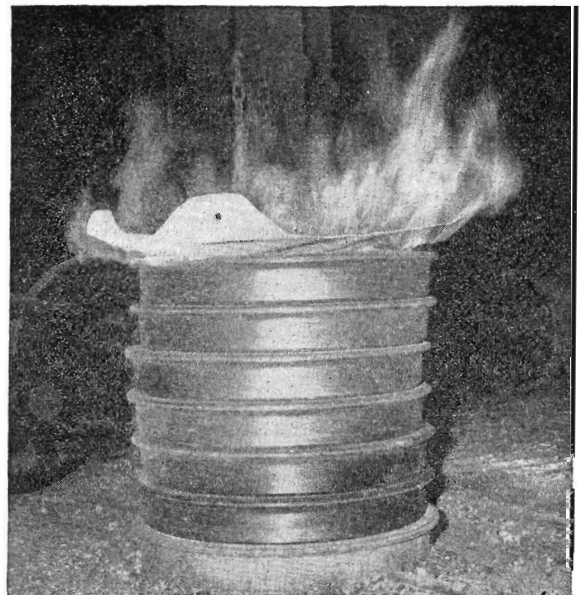
Seeking an improved method, railway engineers imported two induction type electric tyre heaters from Germany. They are like transformers, in which the tyre forms the secondary winding.

A heavy current (350 amperes) is applied to the primary winding, contained in a circular base below the tyre. This induces a current of very high amperage in the tyre, which raises its temperature to the required degree. Inch-thick cables carry the large amount of current needed for the machines.

The iron transformer core is raised, by compressed air, to admit the tyre, and, since damage would be caused to the primary coil should the current be switched on with the core in its open position, interlocking switches are fitted to prevent current flowing until the core is lowered to its closed position.

The two machines work in conjunction, so that a heated tyre is available every ten minutes. Even the largest type of car and waggon tyre can be heated to 600° Fahrenheit in 15 minutes.

Not only is the new method more economical and cleaner, but accurate temperature control is made possible by the use of a special pyrometer.



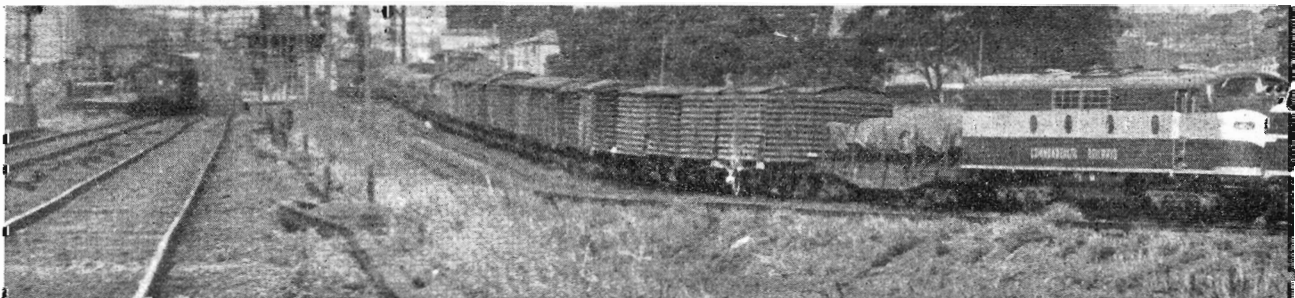
The old : heating tyres with a coke fire.

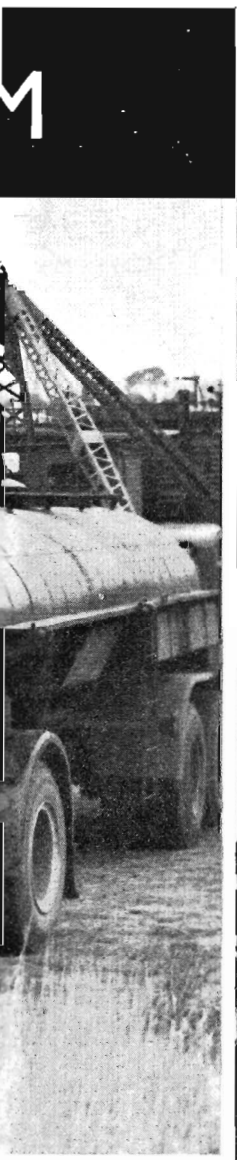
AROUND THE SYSTEM



RAILED FOR ROAD : Bitumen for road making is carried in special insulated rail tank cars to maintain it at a high temperature. At the time of the photograph, the temperature of the bitumen is being boosted by a mobile heater prior to pumping it into a Country Roads Board tanker for transfer to the site. The use of rail transport that Vacuum Oil Company is increasing its fleet of rail tank waggons to cope with the demand.

LOCO TRIO : Recently, the 2.30 p.m. Adelaide Fast Goods, headed by two B class locomotives, hauled a Commonwealth Railways' diesel loco, the first of Commonwealth Railways' third order for Clyde-GM diesels. The locomotive was hauled to Port Pirie Junction on ordinary bogies, but was transferred to its own 4 ft. 8½ in. bogies which were in the truck coupled immediately behind it.





...ilton (above) tem-
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...Photo: G. Grant.
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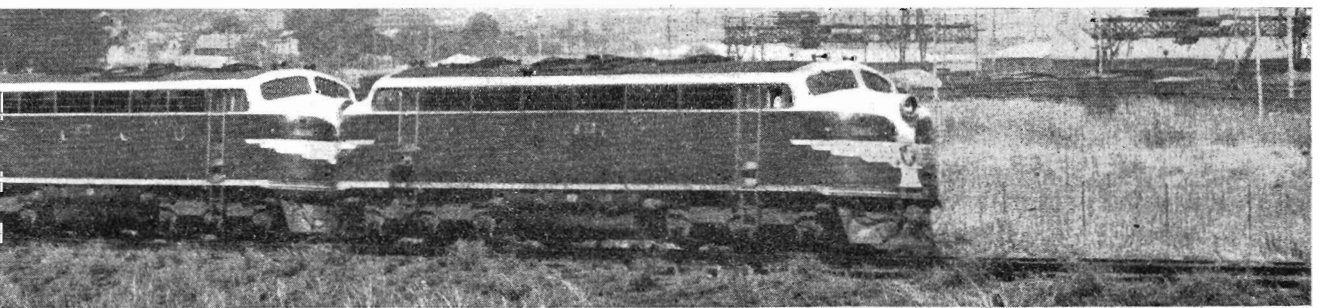
MEALS FOR MIGRANTS: Arriving in Melbourne by *The Overland*, these migrants were given breakfast before joining a special train for Bonegilla. The ship in which they travelled broke down at Fremantle, and emergency arrangements were made to bring them to Melbourne.

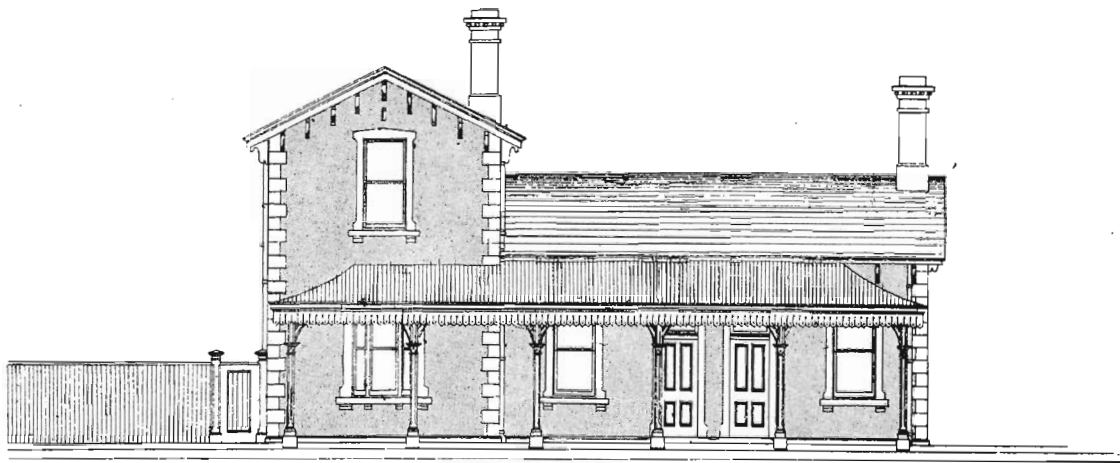


PUSH-BUTTON CRANE: Crane Floorman A. H. Dixon operating one of the new travelling cranes at Newport 'Shops.



FACE LIFT: Steel freight containers are being repainted: ordinary containers in yellow, and insulated ones in silver.





ELEVATION TO RAILS

*This is one of the drawings referred to in the
 Minutes to the Board of Directors upon which we based our Tender,
 dated the 7th day of November 1862*

Dalrymple & Simmie

FOOTPATH

Section of the original contract drawings for Harcourt station and goods sheds. The drawing has been signed by the contractors, Dalrymple and Simmie.

HISTORY IN PLANS

THREE-QUARTERS of a million plans and books carefully filed in the Way and Works Plan Room at Head Office cover much of rail history.

Among them will be found :

- original contract plans for lines, bridges and structures dating back to the beginnings of the Railway Department,
- Railway Construction Branch plans of lines built by day labour,
- plans of completed Way and Works Branch jobs,
- field and level books,

all of them documents of importance in recording essential details primarily for the engineer, but equally of value to the historian.

Plans of original works are filed, as well as those showing any alterations to the works. They are used not only by Way and Works engineers, but also by the Lands Department, the Country Roads Board, and the P.M.G.'s Department. Record station ground plans, which show the complete layout of the station yards, are used by all sections of the Department in studying and planning their requirements.

Details of the history of the Plan Room itself are scanty. It is very likely that the early plans were under the care of the Railway Section of the Board of Land and Works. As the Board shifted its offices many times, presumably the plans

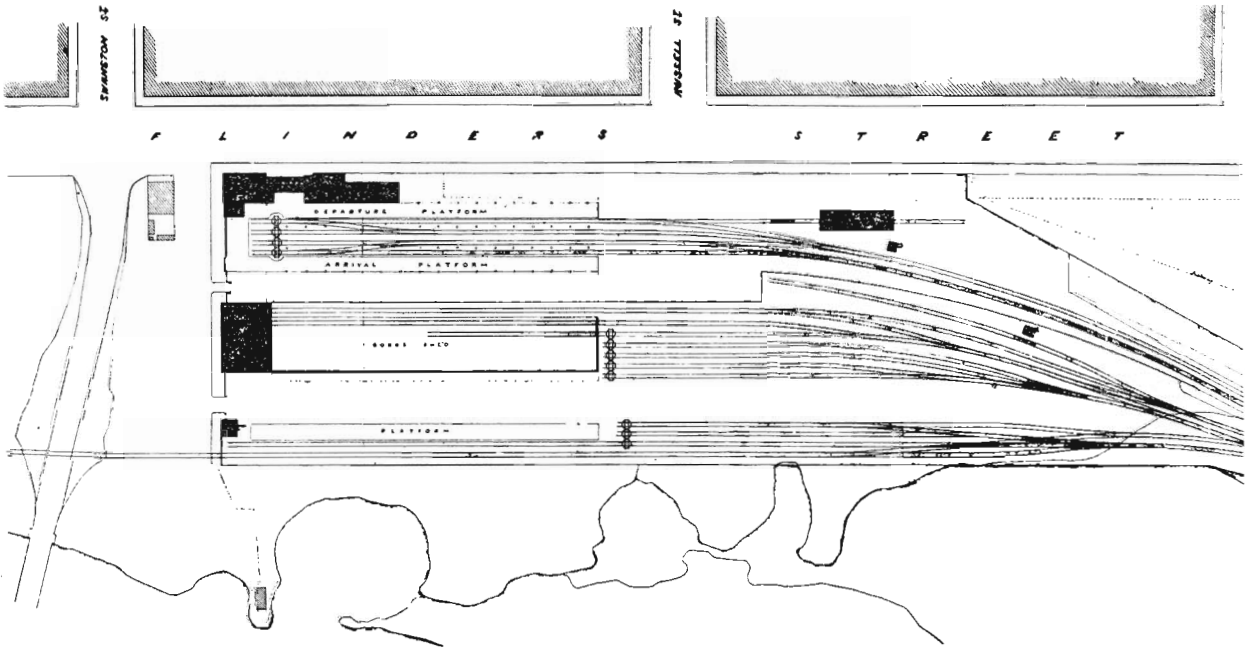
were moved too. In 1889, the Board's plans and other records were stored in Robbs Buildings, at the corner of King and Collins Streets. This building was burnt down on August 10, 1889, and many of the plans were destroyed.

Eventually, all the old plans held by the Railway Construction Branch were handed over to the Plan Room for filing. Some of them have their edges scorched as a result of the 1889 fire. The plans include some fine examples of the draftsman's craft. In a drawing for the Saltwater River bridge (unfortunately, not suitable for reproduction), the draftsman included a sketch of a train crossing the bridge. This is partly obscured by the steelwork of the bridge, but much of the detail in the carriages has been shaded in between the laticing of the bridge.

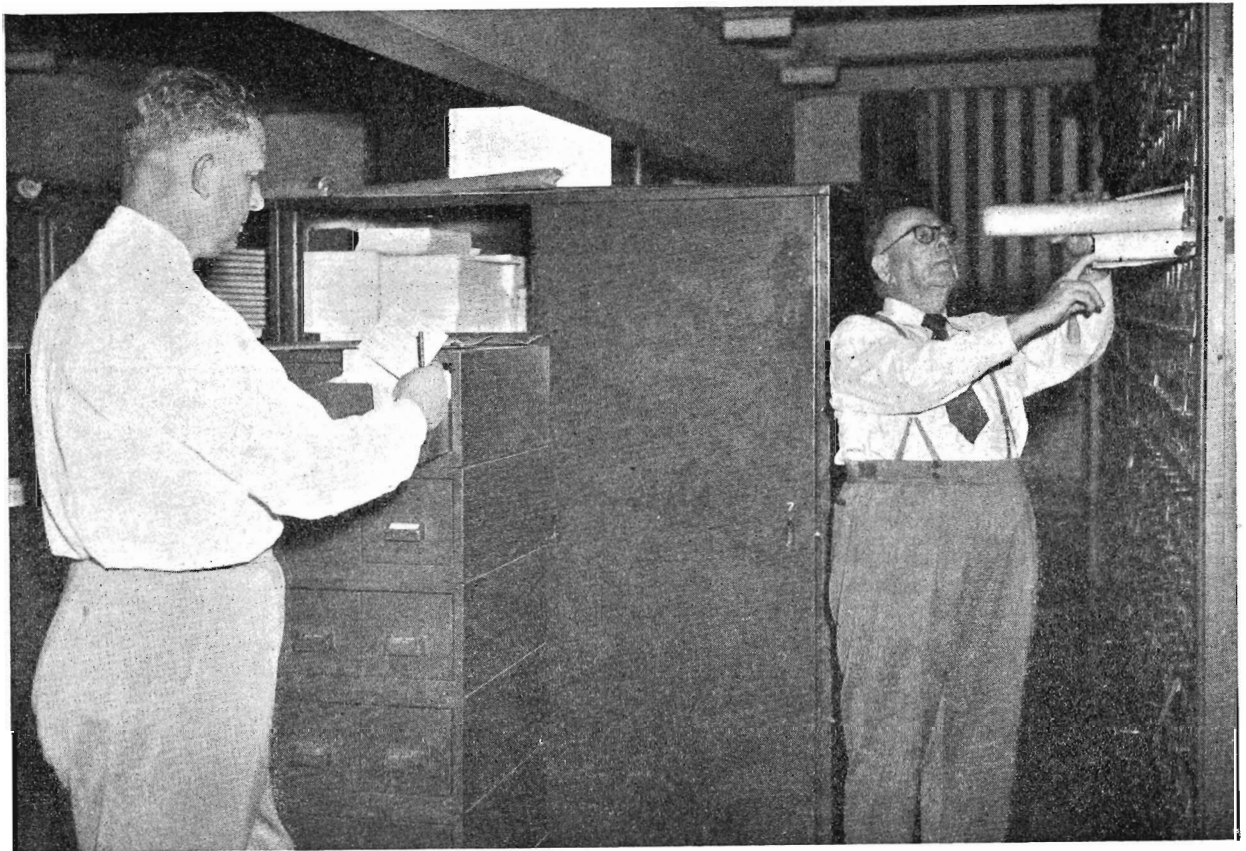
During the 'eighties, Mr. F. P. Pritchard (father of the recently retired Estate Officer, Mr. F. R. Pritchard), a resident engineer in the then Engineer-in-Chief's Branch, was deputed to re-organize the Plan Room. An interesting sidelight is that Mr. C. H. Miller, who later was in charge of the Plan Room, was Mr. Pritchard's chainman. The Engineer-in-Chief, by the way, was transferred to the Railway Construction Branch in 1892.

A further re-organization of the Plan Room was made by the late Mr. G. Massey, Engineer of Special Services, in 1938, when the present filing cabinets were installed.

M.S. RAILWAY.
GENERAL PLAN OF STATION



Melbourne and Suburban Railway Company's plan of Princes Bridge station, dated 6/12/1858.



The Plan Room today. Mr. H. A. Arthur, Acting Plans Officer (left) and his assistant, Mr. J. A. Renehan.

LINES FROM OTHER LINES



Train of cement containers passing under silo to receive material stored from standard-gauge waggons.

Cement in Containers

RAILWAYS in Switzerland are now using containers to carry cement in bulk. The cement is loaded and unloaded by means of compressed air, the effect of which is to make the cement extremely fine flowing, as though liquid. Swiss Federal Railways adopted this pressurized system in 1953 in connexion with the building of a new dam for which 390 tons of cement had to be delivered daily over a distance of 115 miles. When construction of another dam, with a volume of 23,000,000 cubic feet, was begun, the Rhaetian Railway (metre gauge) adopted the silo system. The cement is brought by standard-gauge Federal Railways to Landquart station, then taken by the Rhaetian line another 30 miles to Ilanz, where lorries load it for the dam site 18 miles away. At Landquart, the Rhaetian Railway laid a track parallel to one of standard gauge, over which stand four silos, each with a capacity of about 180 tons. Cement is transferred from the standard-gauge line to the silos, and from the silos to the metre-gauge line. Similar silos are erected at Ilanz. Principal advantages of the system are: rapid unloading and reloading, few men required, moderate siding facilities are sufficient, reasonable capital outlay, quick turn-round of waggons, freedom to arrange convenient time-tables, and very little loss of material. (The Victorian Railways use hopper trucks for bulk cement traffic.)

African Altitudes

EAST African Railways, which serve Kenya, Uganda and Tanganyika, have few stations with altitudes lower than 1,000 feet, and these are all within a few miles of the coast. On the Kenya-Uganda line, altitudes range from 59 feet at Mombasa, to 9,001 feet at Timboroa, 512 miles inland. On the

Central line, the range is from 43 feet at Dar Es Salaam, to 4,278 feet at Itigi, 395 miles inland. Terminus of the Central line is Kigoma, on Lake Tanganyika, 2,539 feet above sea level. The Tanga line climbs from 69 feet at Tanga to 4,534 feet at Arusha, the terminus, in 262 miles.

Breakdown Truck For Electrified Lines

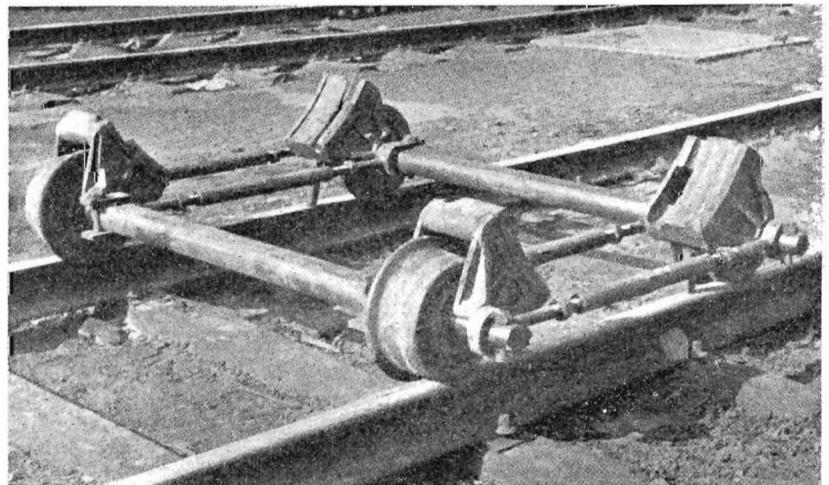
TO overcome problems of dealing with breakdowns of electric vehicles through damage to the running gear, Belgian National Railways evolved a special breakdown truck. This is used in cases of broken axles, wheels or tyres, when running, even at reduced speed, would entail risk of derailment. It is also used when it is not desirable to move by force a vehicle when the motor is jammed.

The truck consists of 14 main parts :

two axles, four small wheels, four pillow blocks, two tie-bars on the inside and two tie-bars on the outside. The wheels, although only 11·8 in. in diameter, have the standard profile of Belgian Railways and can run at nearly 25 miles an hour on straight track. When the truck is fitted, the disabled vehicle is able to move under its own power; all that is necessary is to cut out the damaged motors.

Roumanian Projects

THE Roumanian State Railways have formulated proposals for large-scale conversion to diesel working over the next eight to 10 years. At present there are believed to be about 190 diesel rail-cars, 25 diesel locomotives and a few small shunters in service. Another 50 rail-cars are to be supplied by Ganz and possibly by U.S.S.R. factories by 1961



Breakdown truck used by Belgian National Railways for electrified lines

AMONG OURSELVES



Mr. and Mrs. John Wagstaff leaving St. Thomas', Essendon, after their marriage. The groom is a driver at North Melbourne Loco. Depot and his bride (formerly Miss Margaret Innes) is a comptometrist in the Accountancy Branch and the daughter of Rail Motor Driver Harold Innes.

Party At Hospital

FOR the annual party of the Railway Employees' Orthopaedic Hospital Auxiliary, about 200 (members and their families) went down to Royal Children's Hospital at Frankston, recently. Presents were given to the children, as well as sweets, fruit and ice cream. The kiddies were entertained by the Newport Workshops Band, which played on the lawn, and by several auxiliary members who took musical instruments with them and played in the wards.

Members of the party were shown over the hospital and, through them, an invitation was given to any railwayman to call and inspect the hospital.

Mr. R. J. Attrill, secretary of the auxiliary, reports that the grand total of the fortnightly pay collection has reached £12,400. The auxiliary is ready to start installing TV for the children and also to make some improvements to the research laboratory.

Railway Ball, July 31

THE V.R. Staff Ball will be held this year on Wednesday, July 31, at the Palais de Danse, St. Kilda. The Chairman, Mr. E. H. Brownbill,

was so impressed with last year's ball—the first since the War—that he expressed the wish for a repetition.

Main office bearers on this year's committee are: President, Mr. F. Storan, Commercial Branch; Ticket Secretary, Mr. I. Jelfs, Way and Works Branch; Treasurer, Mr. J. Conheady, Traffic Branch; Secretary, Miss P. Clarke, Commercial Branch; special zone representatives, Messrs. A. Roberts, North Melbourne Loco. Depot, and B. Wilson, Montague Shipping Shed.

Preferential bookings are now open. Inquiries should be directed to Mr. Jelfs (Auto. 1653), Room 88, Head Office.

Echuca Picnic

ABOUT 140 people attended a very successful social club picnic at Braund's Bend, recently. Stationmaster R. Higgins thanked all those who helped, by making available the picnic ground, transporting material, and so on. Excellent trophies were donated for the various events. Some of the winners were: Railway Gift, R. Silver; Old Buffers, B. Hickey; High Jump, A. Hamilton; Tie and Needle, Mr. and Mrs. K. Bennett; Nail Driving, Mrs. D. Mainwaring.

Rolling Stock Branch Changes

FOLLOWING on the retirement of Mr. O. Keating, Chief Clerk of the Rolling Stock Branch, Mr. G. T. Grant has been appointed his successor.

Mr. Keating began his career at Newport Workshops in 1910. During the first world war he served with the 23rd Battalion of the A.I.F. After returning from active service he gained wide experience in his branch.

For the last 24 years he has been engaged on staff work. In addition to normal railway duties he was responsible, during the second world war, for the staff administration of the aircraft production centre at Newport Workshops. In 1946 he was appointed Chief Clerk.

Mr. Keating took a keen interest in returned soldier activities and also in the Victorian Railways Institute, being on the Institute Council for many years and senior vice-president during the last three years. For retirement he is planning a complete change of environment and will probably settle down in the hills.

His successor, Mr. Grant, joined the Department in 1910—the same year as Mr. Keating. He was an artilleryman in the first world war. Mr. Grant brings to his new position a wealth of administrative experience gained in both city and country. He has been senior clerk at such key rolling stock centres as Newport Workshops, North Melbourne Loco. Depot and the Electric Running Depot. For the last 10 years he has been in charge of the staff office.

Mr. S. Watson, formerly senior clerk at Newport Workshops, has been appointed to the position vacated by Mr. Grant.



Messrs. Grant (left) and Keating.



Mr. Arthur

Served In The Navy

MR. H. A. ARTHUR, Acting Plans Officer in the Way and Works Branch, joined the Naval Reserve in 1924. He was on active service from September 1939 when he was detailed to establish Navy Depots at Darwin and Port Moresby. Then, as a Petty Officer, he had a small ship at New Guinea.

In a small craft, as second in command to a former Resident Magistrate and with two other crew members, Mr. Arthur helped rescue 156 members of the 2/22 Battalion A.I.F. from Rabaul. Later he served in H.M.A.S. *Australia* and was in action in the Philippines where he suffered a broken spine. His injury was not discovered till some time later. He finished active service as Chief Bosun's Mate on H.M.A.S. *Kanimbla*. After two years in Heidelberg Hospital, Mr. Arthur resumed duty with the Department in 1947.

He had started in the Track and Drainage Division as a chainman and was later engaged, with Mr. W. McDonald, on aerial photography. Mr. Arthur is a foundation member of the Williamstown Swimming and Life Saving Club. Pre-war he played lacrosse, football and cricket, but now concentrates on swimming and gardening.

Mr. Arthur comes of a well-known railway family; his father, Mr. E. W. Arthur, retired in 1937 as Manager of Newport Workshops.

19 Years In Port

ASSISTANT Stationmaster A. Murphy has been at Port Melbourne since 1938. He remembers particularly the war years when, one day, trains averaged one every two minutes through Graham station.

Then, Mr. Murphy found the Station Accounts Instruction Book invaluable. He says that the Department is to be congratulated for putting in such a system to help the staff. The co-operation he has received from the various sections at Head Office has also meant a lot to him. Thanks to those two factors, everything has gone along smoothly and he looks back on his 19 years at Port Melbourne as a very happy time.

In the First World War, Mr. Murphy served with the Army Pay Corps, mostly on transports. He had two brothers in the Department; Stan was killed in action during the First World War, and Frank retired recently from the Supervisor of Weighing's office.

When Mr. Murphy joined the Department in 1908, he was broken into the job by Junior Clerk R. G. Wishart—later to become Chairman of Commissioners.

Bay fishing is Mr. Murphy's hobby, and he has been a member of Elwood Angling Club since 1921. He was Field Officer for the Australian Angling Association at the 1955 Convention at Lakes Entrance. He is also interested in touring, and has been all over Victoria and N.S.W.

When he retires in August, Mr. Murphy intends visiting Western Australia and New Zealand.



Mr. Murphy

Woodroffe Prize Winner

MR. HARRY ZANDER, R.A.S.M., Ballarat, gained first place, in the State for "Station Accounts and Management, Senior Grade" and has been awarded the T. H. Woodroffe Prize. Mr. Zander arrived in Australia from Germany about five years ago and joined the Department as a casual porter at Ararat. He went to Donald in May 1952 and was there until September 1954 when he became a relieving porter (safeworking), at Ballarat. A month later he was promoted to relieving assistant stationmaster. Even though he is on the relieving staff, Mr. Zander regards Donald as his home, and he is frequently posted back there where he has many friends.

Sell Your Foreign Books

FOR the recreational reading of New Australians, the Victorian Railways Institute has established an International Section of its library which is being stocked with books in the main European languages.

Many New Australians possess books, printed in their own language, which they have read and may no longer require. If suitable, and in reasonably good repair, the Institute is prepared

to buy them.

Types of books required are novels (including paper-backed ones) and stories of adventure, mystery, romance and so on.

Further particulars may be obtained from the Institute Librarian, Flinders Street, (telephone auto. 1170).

Racing Driver

FOR the past seven years, Clive W. Miller, Secretary's Branch, has been keenly interested in road car racing. This, no doubt, followed upon his war service as an Air Force Pilot, when he experienced the thrills of speed. Mr. Miller has competed at Albert Park, Fishermen's Bend, and Phillip Island, and in hill climbs at Templestowe and Rob Roy, and, although scoring several places, it was not until recently that he had his first win. This was in the scratch race for sports cars, at Albert Park. For the 25-mile race, he averaged 81.3 m.p.h. and had the fastest lap in the race (2 min. 18.4 sec.) with a top speed of over 120 m.p.h. He won again the following week-end. For the past 18 months, Mr. Miller has been driving an Austin Healey, and prior to that, a supercharged MG. He does all the mechanical work on his car.

Printing Picnic

MAIN attraction of the V.R. Printing Works picnic at Diamond Creek was the coveted "Printing Works Handicap", won this year by Machinist Arthur Swalwell. Compositor Ken Deller ran second, and Ticket Printer Hec Saultry was third. It is a tribute to the "secret" handicappers that a competitor seldom wins this event more than once. Throwing the rolling pin was won, for the third successive year, by Mrs. H. Saultry, despite a handicap of 10 yards this time. Special provision was made for the kiddies—ice-cream, drinks and lollies, pony rides, a money scramble for the younger ones, and a big treasure hunt. Prizes were presented by Mr. M. L. G. McKenzie, Printing Manager, Mr. F. Leviny, Assistant Printing Manager, and Mr. K. Baker, president of the V.R. Printing Works Welfare Association.



Mr. Kevin Baker briefing the kiddies prior to the treasure hunt at the Printing Works Picnic. Photo: G. Lowe

Railway Apprentice On T.V.

FEATURED on Channel 7 programme "Stairway to the Stars" in March, was Apprentice Fitter and Turner Reginald Olive of the Erecting Shop, Newport Workshops. He rendered an item on the Univox, an electrical attachment to the piano that simulates other instruments. Reg, who also plays the accordion, began in the railways this year.

Is he the first railwayman to appear as an artist on T.V.?

Thanks

FOR the willing co-operation received from various officers of the Department in planning and arranging the diesel rail-car tour of the Western District. "I should be grateful if you would convey the sincere thanks of all members of this Society."
—M. C. Schrader, Hon. Secretary, Victorian Division, Australian Railway Historical Society

For the action taken when a trunk line telephone pole in an isolated locality near Winchelsea caught fire. "Prior to the fire gaining a hold on the pole, it was observed by the driver and guard of a passing train, Mr. Comer of Geelong and Mr. Faulkinder of Colac. Although the train was scheduled to run express, it was stopped at Winchelsea so that Mr. Foster, the Stationmaster, could be advised. Mr. Foster's prompt action in then notifying this Department made it possible to extinguish the fire before the telephone circuits were interrupted."
—The Director, Posts and Telegraphs, Melbourne

For what was done for passengers following the recent derailment of a locomotive on the *Albury Express*. "I was a passenger on *The Daylight* from Melbourne, and I would like to assure you that, in my opinion, the staffs at Wangaratta and Chiltern stations, and likewise those on the two trains on which I travelled, did all they could to meet the circumstances."
—H. H. C. Williams, C/o State Electricity Commission, Bogong.

"For the utmost courtesy, consideration and assistance from the Stationmaster and staff at Ashburton station. I can perhaps best say that if all your staff are like them, you have nothing to worry about."
—Commander L. M. Hinchliffe, R.A.N., Melbourne

Out Of Balance

FFRESH hands, for the first time in 27 years, will prepare the Railways' balance sheet this year, for Mr. T. Macpherson, Principal Ledgerkeeper in the Chief Bookkeeper's Office has retired. Starting in the old Way and Works Payrolls Office, Accountancy Branch, in December 1906, Mr. Macpherson was there for 16 years after which he was transferred to the Bookkeeper's Office. He stayed there for the rest



Mr. R. H. Y. Roach, Manager of Newport Workshops, bids farewell to Mr. L. Sitlington who retired as Foreman of the Upholsters' Shop. Mr. Sitlington started at Newport as an apprentice, 42 years ago, and, with the exception of 2½ years at North Melbourne Workshops, has been there during his entire career.

of his departmental career. In his early days, Mr. Macpherson had quite a reputation as a concert singer. He began as a choir boy at College Church, Parkville. Later, as a baritone, he took a number of first prizes at South Street competitions, and was second in the championship one year. He concentrated mostly on solo work and has sung in nearly all of Melbourne's leading churches. He did a little broadcasting, too. Probably his most notable effort was in Purcell's opera *Dido and Aeneas* when he sang with Stella Power, Strella Wilson and Gertrude Johnson, at His Majesty's Theatre. Following his retirement, Mr. Macpherson's main interest in books will be in those in the V.R.I. Library, for he is an omnivorous reader.

No Regrets

SURVEYOR'S Leading Hand C. H. Kelly of the Track and Drainage Division, Way and Works Branch, who recently retired, thinks that rail-roading is a good life and he has no regrets at having joined the Railways. During his career, Mr. Kelly travelled all over the countryside where he encountered plenty of hard work, but enjoyment with it.

Starting as a supernumerary labourer 37 years ago, Mr. Kelly was attached to the staff of the then Inspecting Engineer, Mr. C. H. Fethney. Some of his earlier jobs were pulling down the old Spencer Street Shipping Shed and pulling down bridges on the Yea line.

In 1935, he joined the Track and Drainage Division as a chainman, and worked on the strengthening of the north-east line (prior to the introduction of *Spirit of Progress*) and of the Gippsland and Bendigo lines. He spent three years at Bandiana helping set out the track for the sidings constructed there, and then went to Gippsland for the re-grading and duplication work. Engineer R. W. Sperry and Mr. Kelly were the first to start on that work, and Mr. Kelly spent eight years on it.

Mr. Kelly speaks highly of members of various track gangs throughout the State who willingly helped him on the job, and just as willingly gave him a "cuppa" which was always appreciated. Interesting sidelights on Mr. Kelly's pre-railway activities are that he went to school at Warragul with Mr. T. R. Collier, Chief Traffic Manager, and served for three years with the 56th Battalion, First A.I.F.

POSTERS

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FARES	ADULT £6.2.6	£4.13.0
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including meals

This poster was given state-wide display on railway stations to publicise *The Daylight's* de luxe service between Melbourne and Sydney.

SPORTS

First Interstate Billiards Competitions

FROM March 9 to 15 the first interstate railway competitions in billiards and snooker were held at the V.R.I., Flinders Street. Representing the South Australian Railways Institute, a party of twelve visitors, headed by Mr. J. Critchley (Manager) and Mr. J. McLaughlin (Captain), played a series of games against a representative Victorian group and also visited Bendigo for games with local players. An interesting social programme was arranged for the visitors and, so successful were the competitions, that it was hoped they would be the forerunners of others.

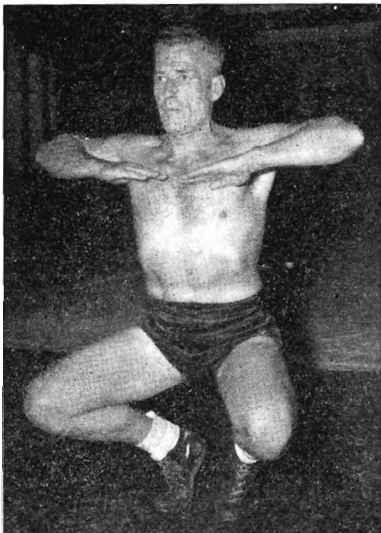
The teams championship, for the Dunkling Trophy, was won by Victoria. Detailed results were: billiards, Victoria defeated South Australia 6 matches to 2, highest break of 83 made by J. McKain (Vic.); snooker, Victoria 10 games, South Australia 6, highest break, 34, made by L. Williams (Vic.).

Winners of the singlehanded championships were: billiards, J. McLaughlin (S.A.) and snooker, K. Dunne (Vic.).

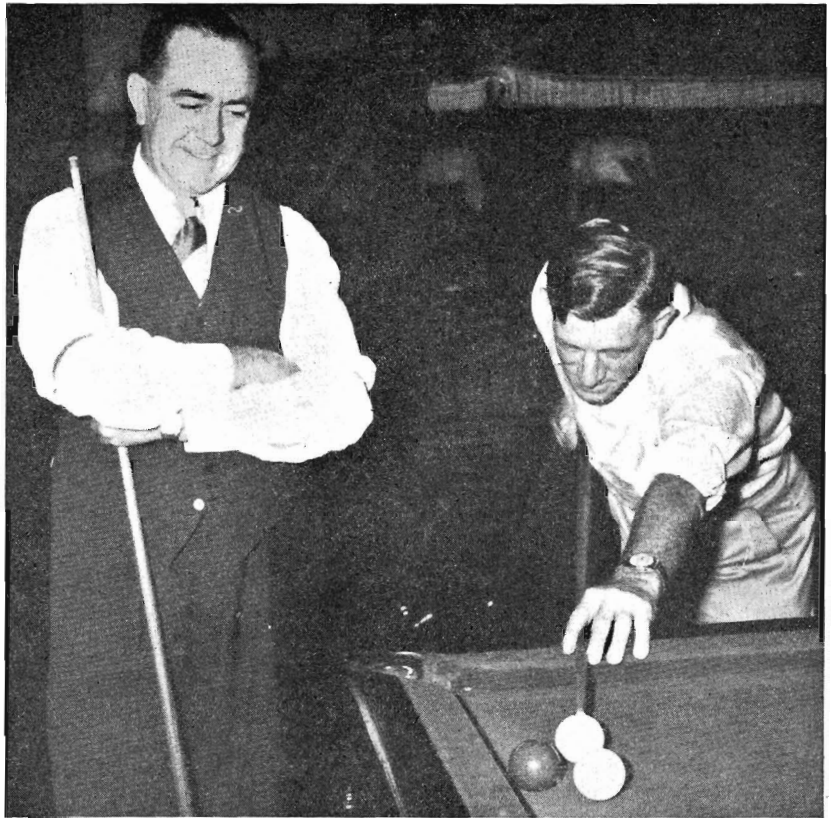
The social billiards match played against the Bendigo centre resulted in a win for the locals, 5 games to 1. Highest break was a brilliant 92 made by a Bendigo player, R. Retcher.

New Physical Culture Instructor

THE adult physical culture class at the V.R.I., Flinders Street, is now under the control of Mr. K. Nevin who has been associated with the Institute for 18 years, first as a student and, later, in an honorary capacity, as assistant boxing and judo instructor. He is an Associate of the Incorporated Physical Culture Teachers' Association and uses methods developed by the



Mr. Nevin



Mr. B. M. Fuss, South Australia, playing a shot in the interstate billiards competitions. His opponent is Mr. C. Seymour, Victoria.

United States Navy and British Army. It is expected that the class will develop rapidly under his guidance, as he brings to it the same enthusiasm that he has shown in his other Institute activities.

The class is held every Tuesday from 8 to 10 p.m. and is open to all Institute members 14 years and over. Fees, for railwaymen, are: adults (17 years and over) £1.15.0 and juniors £1.7.6 a term of 12 weeks.

Rapid Scoring in Cricket Finals

IN railway cricket, it's a case of hit out or get out. At last season's Commissioners Cup preliminary final, 509 runs were knocked up in 305 minutes and, in the final, 485 runs scored in 322 minutes.

Preliminary final results were: Flinders Street, 309 (K. Carmody 105, E. Barnes 54, J. Williamson 45, R. Greene 39, R. Ricci 30 not out) defeated North Loco. 200 (H. Casley 86, J. Sharpe 30). Best bowling figures for winners were: R. Jenkins 3 for 35, R. Greene 3 for 54, K. O'Shannassy 2 for 46; for losers, C. McCann 3 for 72, B. Smith 3 for 85.

In the grand final, when Flinders Street defeated Geelong and won the Cup, this bright cricket continued. Scores were: Geelong 239 (R. Darcy 130, L. Fisher 37, R. Wood 26); Flinders Street 4 wickets for 246 (E. Davies 93, K. Carmody 68, J. Williamson 47). Best bowling: for

winners, R. Greene 4 for 71, R. Jenkins 3 for 69; for losers, R. Blackburn 2 for 49, R. Paley 1 for 32.

On Guard

DU E to the stimulus given by the Olympic Games, increased interest has been shown in the V.R.I. Fencing Club. Reasons for the appeal of this international sport are not hard to find. It is a good, but not too strenuous, exercise; has the combative interest of boxing without its disadvantages; and women fencers, especially, appreciate the good figure and deportment it gives them.

Three divisions of fencing taught at the Club are foils, epee and sabres—named according to the weapon used.

Foils-fencing uses the lightest weapon and hits on the body only are counted. A heavier weapon is used in epee-fencing. This branch attempts to reproduce the conditions of actual duelling in which hits on any part of the person are counted. In sabre-fencing both the edge and point are used—the other two varieties use the point only.

The Club provides all equipment, and classes are held in the V.R.I. hall at Flinders Street on Mondays, Wednesdays and Fridays from 5.30 to 7.30 p.m. The fees are £8 yearly (men) and £7 (women); pro rata payments can be made each term.

Special class for younger people (up to 17 years of age) is held on Saturday mornings, the fee being £2 per term of 10 weeks.

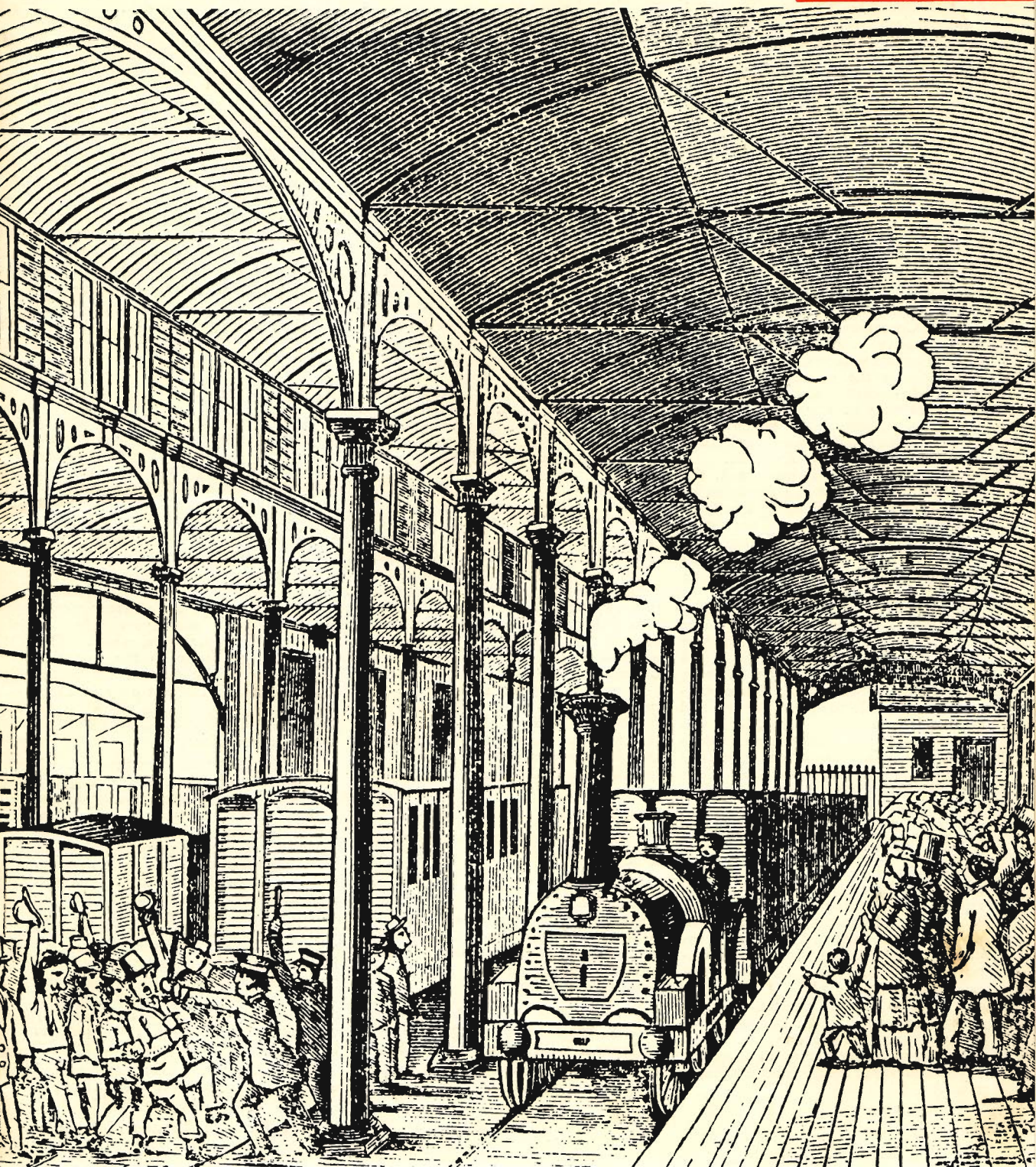
VICTORIAN RAILWAYS

NEWS LETTER

JUNE



1957



THE MONTH'S REVIEW

Standard Gauge Proposals

THREE projects are immediately recommended in the recent Report of Government Members Rail Standardization Committee. They are:

- (a) standard gauge from Wodonga to Melbourne at an approximate cost of £10 million,
- (b) standard gauge from Broken Hill to Adelaide via Port Pirie at an approximate cost of £13½ million, and
- (c) standard gauge from Kalgoorlie to Perth and Fremantle at an approximate cost of £18 million.

The Committee considers that such trunk line gauge standardization will provide a cheaper and more efficient interstate transport system than can be obtained in any other way. They stress that there should be no delay in completing the surveys and plans for all three projects, and recommend that the Commonwealth should provide the necessary finance for this detail work to be undertaken forthwith. They consider that the proposed works are justified in themselves, but they would also form part of any more complete scheme of standardization which might be undertaken at a later date, particularly in Victoria and South Australia.

So far as Victoria is concerned, the Committee envisages the provision of an additional standard gauge line from Wodonga to Mangalore, the conversion of one of the existing lines from Mangalore to Dynon to standard gauge, the provision of an efficient interstate goods terminal at Dynon, and the building of a standard passenger line from Dynon to Spencer Street. Included in the estimated cost is provision for installation of Centralized Train Control on both tracks between Mangalore and Melbourne. The recommendations would fit in with the eventual proposed re-location of Melbourne Abattoirs in the Albion area, which is important in view of the large deliveries of stock along this line. They will deprive no user of any 5 ft. 3in. service which he now enjoys.

In its concluding remarks the report states: "we believe that the recommendations we have made will, if carried out, increase the efficiency of the whole Australian transport system, reduce costs throughout the whole economy, and react to the benefit of all those who, whether directly or indirectly, are affected by interstate transport. That is, we think they will benefit all Australians."

(First step towards implementing the committee's recommendations was taken recently when the Commonwealth and State Governments agreed to share the cost of a survey of the Melbourne-Albury route.)

Dual Fuel for Diesels

INFLUENCED by the rapid rise of over 50% in diesel fuel prices, the Commissioners are seriously considering trials of a dual fuel system on the growing fleet of diesel-electric locomotives. This new development—which was investigated by Mr. O. G. Meyer, Deputy Chairman, during his recent visit abroad—has been under test in U.S.A. for the last two years. Experimental conclusions now indicate that it has advanced to the point of practical application, with overall economies.

The system depends on the fact that diesel engines, at higher horsepower outputs, can use heavier and cheaper fuel oils. Tests by certain railroads, using dual fuel tanks, have proved that as horsepower rises, the cheaper fuel can be automatically switched in, cutting out the more expensive distillates used for starting and low power requirements.

The Commissioners have been impressed with the economies which, after allowing for some additional maintenance cost and the capital cost of the special equipment and additional tanks, appear sufficiently favourable to justify the change, particularly in view of the current upward trend in oil prices.

Barley Shipments

DURING February and March, 20,000 tons of barley were railed for shipment overseas. In April, 16,000 tons were moved. This included part of two shipments, one of 8,300 tons by *Parramatta*, and the other, 7,750 tons by *River Fitzroy*. This latter is an Australian ship now being used for overseas traffic.

Export barley is railed from the producing areas of the Wimmera and north-west Mallee to the seaboard, the freighter fleet being concentrated in Melbourne and Geelong. Smaller quantities are loaded at Portland.

Easter Exodus

ADDITIONAL trains and express divisions of regular country services were run during the Easter holiday period. These included extra divisions of interstate trains as well as a special daylight express from Melbourne to Adelaide on Good Friday. Special suburban time-tables were operating to take holidaymakers to the beaches and nearer hill resorts.

For those unable to take an extended holiday, two special one-day tours from Melbourne were arranged. On Easter Saturday, a special train took tourists to Wangaratta, where they joined a

coach for an extensive sightseeing tour of the Ovens Valley. On Easter Monday, a diesel rail-car went on a tour around the Midlands, visiting Bendigo, Maryborough and Creswick.

The Lounge Car

THE Parlor Car, which was transferred from *Spirit of Progress* to *The Daylight* last year, has been re-named the Lounge Car. This luxury vehicle was one of the features of *Spirit of Progress* when it went into service in 1937. The rejuvenated Lounge Car retains all the exclusive social atmosphere of the Parlor Car, and has been modernized to provide a better and more complete range of service. Long established amenities, such as comfortable lounge chairs, terminal telephone facilities, writing materials and reading matter, have been retained. In addition, light refreshments, with tea or coffee, and beverages can now be obtained in the Lounge Car.

Rail Travel Safe

OPENING of the Geelong line in 1857 was, unfortunately, marred by an accident. Near the Ocean Child Hotel, about 2 miles from Geelong, Henry Walter, Locomotive Superintendent, was knocked off the engine of the special train as it passed under a bridge. He was fatally injured.

Passenger safety on Victorian Railways, however, is at a very high level. In the past 25 years, over four thousand million passengers have been carried with only two passengers killed in train collisions or derailments. This is a striking tribute to the rule that "the safety of the public shall be the first and most important duty of every employee."

Good Impressions

FOLLOWING a three months' visit to Victoria, Mr. E. C. Baguley, Chief Clerk of the Victorian Agent-General's Office in London, gave *News Letter* some impressions gathered during his trip. As the officer administering V.R. contracts with United Kingdom and Continental contractors, he was naturally very interested to see the *Harris Trains* in service. He considers that they compare most favourably with London's Underground Railways in the movement of passengers at peak periods. Both *Spirit of Progress* and *The Overland*, he feels, adequately maintain the high standard of efficiency and comfort found in most countries in present-day long distance rail travel.

During his stay, Mr. Baguley travelled extensively throughout the State to

ROAD HAULIERS CLAIMS UNSOUND

A recent claim that road transport carries 75% of freight traffic in Australia and the railways 19%, emphasizes the fact that, although figures do not lie, they must be interpreted correctly to prevent wrong conclusions being drawn.

Illustrating this necessity for correct interpretation is the old story of a regiment sent to India. According to reports, 50% of the teetotallers were invalidated home immediately on arrival and the other 50% within the next week. This was used as an argument for sending only solid drinkers in the next contingent, until some bright person investigated the figures and interpreted them correctly. There were, it was revealed, only two teetotallers in the regiment. One of them was injured by a falling object on board ship, and the other was trampled by a horse just after landing.

As the recent report of the Committee of Transport Economic Research points out, much of road transport is in feeder services to and from wharves and rail depots, and about 85 to 90% of all commercial motor vehicles are regularly engaged on short haul work in and around country centres and capital cities, on average trips not exceeding 35 miles outward journey. As against this, only 7% of railway hauled freight was carried short distances under 50 miles.

In their claims, road hauliers have ignored one fundamental factor—that of distance hauled. On the basis of total ton miles, which is the real measure of work performed in transport, road transport handled 27½% of freight traffic, and not 75% as claimed.

Who Pays?

UNDER Section 92 of the Constitution, as interpreted by the Courts, "it would seem that heavy road transport, operating interstate, cannot even be made to pay normal registration fees, and thus avoids a fair charge for the

use of the State highways which it is congesting and destroying," says the Report of Government Members Rail Standardization Committee. It continues: "It is true that it pays tax on petrol consumed (though its diesel fuel is not similarly charged). Even as regards petrol, however, the amount of road damage done by a heavy lorry, measured in terms of a gallon consumed, is many times the damage done by a light private car, so that a petrol tax which was heavy enough to make a heavy lorry pay its equitable share for the upkeep of the roads it uses would be inequitably severe upon the private users." Of course, the railways not only provide their own tracks, but maintain them as well; the cost of maintenance and renewals of the V.R. permanent way alone amounting to approximately 1½d. per ton hauled, or £4 million per annum.

Meantime, while main roads deteriorate to the detriment of the private motorist, the steel road is not being used to its full capacity. As a result, the taxpayer is called on to meet not only the railway deficits, but also the cost of building and maintaining heavier and wider roads, so that huge transports can continue functioning—at the taxpayers' expense—to operate a service between capital cities which the railways are already geared to handle.

To standardize the railway gauge between Wodonga and Melbourne and thus give through rail service between Melbourne and Sydney would cost about £10 million; to rebuild the Hume Highway to cater for heavy road transport would cost about £50 million. Why should the taxpayer be called on to pay this extra £40 million unnecessarily and, at the same time, provide a better road on which he, as a private motorist, will sooner or later be inconvenienced by congested road transport traffic?

familiarize himself with all phases of activity. The development which has been achieved and the vast potential for further industrial expansion were greater than he had expected.

The Agent-General is, of course, most anxious to promote the scenic beauties of the State and as its tourist attractions become more widely known, more and more people will visit here. To publicise Victoria, photographs are displayed at Victoria House. One such display marked the centenary of the opening of the first railway in Australia. As a result, the *Journal of Transport History* will shortly publish an article on the history of the Victorian Railways, the first State railway to be so featured.

Mr Baguley has returned to London feeling that his first-hand impressions of Victoria will greatly benefit him in his work there.

Country Bookings

JANUARY 1 saw the introduction, at a selected group of suburban stations, of facilities for passengers to book country train tickets, including seat reservations, and sleeping berths for the Mildura train. So successful

has the scheme been that it has been extended to 76 more suburban stations. These bring the total of those supplying the popular country train ticket sales service to 116.

Pedigreed Travel

MORE than 20 truck-loads of pedigreed stock, valued at many thousands of pounds, travelled from Melbourne by special train for Sydney's Royal Easter Show. Some of the attendants went in the trucks with the Show cattle, but most were accommodated in a passenger car attached to the diesel-electric hauled train. At Seymour, more Royal Show exhibits were loaded. At Wodonga, the cattle were fed, watered and exercised, and transferred to N.S.W. trucks which were attached to a special train from Albury. The cattle returned to Victoria by similar fast trains.

Where to Go

STAFF at the Victorian Government Tourist Bureau are now working on a new issue of *Where to Go in Victoria*, the popular directory of the State's hotels and guest-houses.

Every place listed is personally inspected by officers of the Tourist Bureau. Because of the magnitude of this job, the new edition will not be published until early next year. Places listed are essentially those that cater for visitors, and any not reaching the Bureau's required standards are not included. The system of setting out rates and facilities offered with the accommodation provides a form of grading from which tourists can form their own opinions of what to expect. In addition to details of accommodation, the directory also gives valuable tourist information about the various resorts, including their altitudes and sporting facilities.

FRONT COVER

A contemporary sketch showing "Opening of the Geelong and Melbourne Railway for public traffic by His Excellency Sir Henry Barkly, K.C.B., Governor-in-Chief of the Colony of Victoria, June 25, 1857."

GEELONG LINE CENTENARY

(from a history of the
Victorian Railways com-
piled by L. J. Harrigan)



This sandstone tablet was set in the wall of the original bluestone station building at Werribee. It was removed after Werribee station was destroyed by fire in 1927, and is now preserved in the brickwork of a chimney at the Ironworks Division, Laurens Street, North Melbourne.

JUNE 25 marks the centenary of the opening of the first Victorian country railway by the Geelong and Melbourne Railway Company.

It was appropriate that the Geelong line should be the first country line opened, as some of Geelong's residents propounded the first railway scheme in Victoria. In 1846 they planned to build a 200-mile wooden railway, worked by horses, from Geelong to the Western District. To assist in financing the scheme, they suggested the sale of settlement blocks along the line to recruited immigrants at cheap

rates. The proposal, years ahead of its time, lapsed.

1851 brought separation from New South Wales and in the new State of Victoria a spirit of unbounded optimism was rife. At that time Geelong's population was 8,227, Melbourne's 23,149. Geelong was growing so rapidly that, by 1856, its population had reached 23,000.

Following on the discovery of gold, the Geelong and Melbourne, Mount Alexander and Murray River Railway Company announced, in June 1852, its intention to build lines to the places named. The plan was quickly modified for, two months later, the prospectus of The Geelong and Melbourne Railway Company appeared, seeking £350,000 capital.

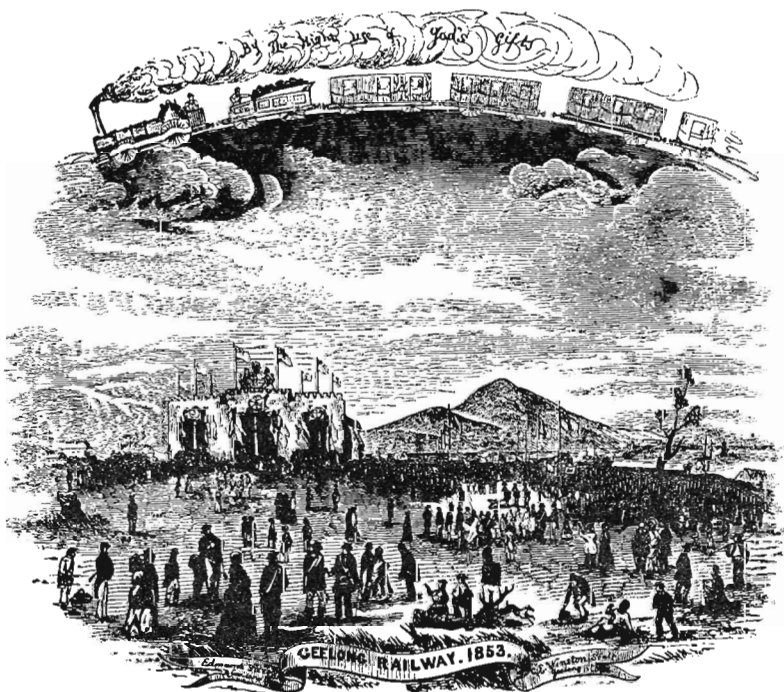
Application for an Act of Incorporation for The Geelong and Melbourne Railway Company was approved by the Legislative Council on February 8, 1853. The Government granted £1,000 to the company for preliminary expenses, and also guaranteed to pay interest at 5% for 21 years on the paid up capital. Seven of the company's executive committee were members of the Legislative Council.

Indicative of the extravagant optimism of the times, the Geelong Company's estimates of yearly profits were:

Revenue from the line ...	£109,500
Working expenses ...	£18,700
Annual profit... ..	£90,800

This would have easily returned a 25% dividend on shareholders' capital, the maximum permitted by the Act of Incorporation. Time soon wrecked these hopes, for the actual results disclosed that revenue was always less than half the estimated figure, and was insufficient to cover working expenses. The guaranteed interest payments from the Government had to be used to balance the budget.

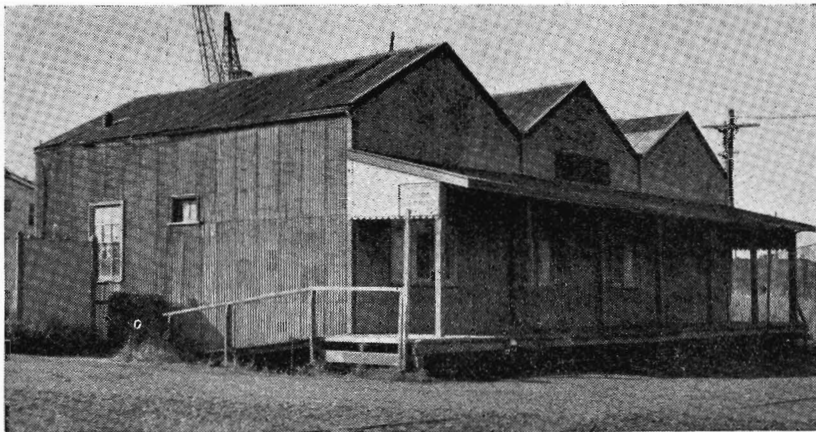
On September 20, 1853, His Excellency the Lieutenant Governor, C. J.



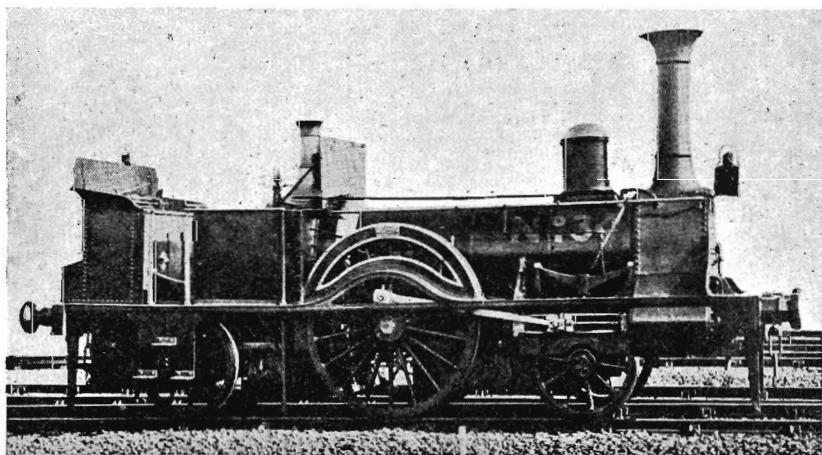
Lieutenant Governor C. J. La Trobe cutting the first turf, September 20, 1853.

La Trobe, travelled from Melbourne in the steamer *Melbourne* for the ceremony of cutting the first turf of the railway and laying the foundation stone at Geelong station. A sumptuous dinner followed and, with generous consideration, the company "provided a roasted bullock and a barrel or two of beer for those persons who may not have received tickets for the luncheon." Some thousands desired to share this hospitality. The caterer's bill for the luncheon amounted to £984.5.0.

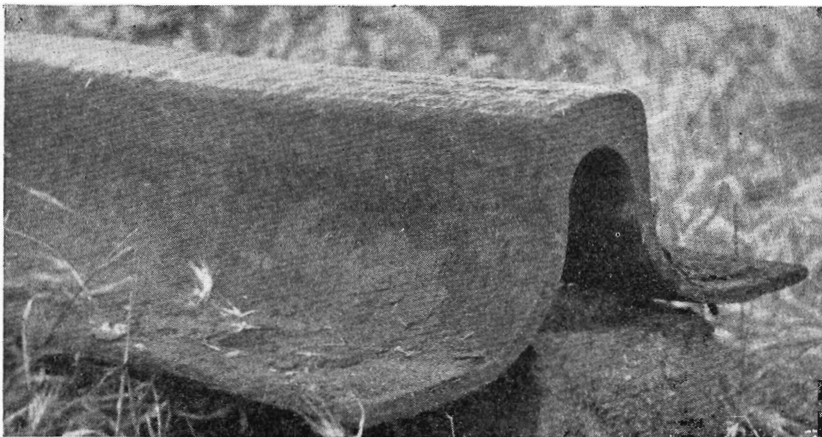
Contracts were let for the construction of the railway, including a jetty at Geelong and bridges over the Little and Werribee (or Exe) Rivers. To ease the existing labour shortage, due to so many workmen being engaged in gold mining, the Government, in June 1854, hired 100 prisoners to the



This was the Government temporary station at Williamstown Pier (now the goods shipping office, and soon to be demolished) to which Geelong Railway Company's trains ran.



V.R. locomotive No. 34 was originally *Titania*, the Geelong and Melbourne Railway Company's first yard shunter, built by Robert Stephenson & Co., Newcastle-on-Tyne, 1855. After serving the Department, the locomotive was sold to the Shire of Swan Hill and did work as a pumping engine. Later it ran on the Koondrook Tramway. In 1904 it was acquired by the Sunshine Harvester Works and was retired in 1920, at the 'standard' age of 65.



Sections of the original Geelong line were laid with Barlow, or saddle-back rail. This was designed to dispense with sleepers and chairs, the rail being laid directly on the ballast. It was found unsuitable for either high speed or heavy traffic.

Photo: A. R. Lyell

company at 5/- each daily. The prisoners were housed in one of the penal hulks brought from Williamstown and moored in Corio Bay.

Construction of the line was completed on June 8, 1857. Hauled by the locomotive *Sirocco*, a special train from Geelong proceeded to a spot near the present Laverton station, where the last rail was fastened by Charles Nuttall Thorne, President of the company. The train then travelled to Greenwich, where the engine announced its presence to the "astonished residents by a peculiarly harmonious whistle." Greenwich was a "private" village area of 90 acres, now part of Newport, between Melbourne Road and the River Yarra.

The official opening was carried out, on a very lavish scale, on June 25, 1857. At Geelong, a great procession headed by the Governor, Sir Henry Barkly, paraded the streets. The marchers included railway construction workers carrying picks, shovels and crowbars. Behind them came several aborigines, each wearing a brightly striped blanket and cap as gifts of the occasion, and each carrying his dinner, also a gift.

A special train carrying the Governor and several hundred guests left Geelong at 10 a.m. It reached Greenwich at 12.10 p.m. Here, 500 more guests, who had travelled down the Yarra from Melbourne on the steamer *Citizen*, waited to join the train, but there was no room for them. A band had previously regaled them with "God Save the Queen" whilst they stood in the rain, but this did not alleviate their discomfort and chagrin. The engine of the special train could not start for the return trip as the rails were wet and slippery. Waiting passengers had to push the train to start it on its way. Two hours later, another train came to convey the Melbourne party to Geelong,

Geelong and Melbourne Railway.

UNLESS further notice. Trains will run from Geelong at 7 and 11 a.m. and 2:30 p.m. The Steamer "Citizen" will leave Melbourne Wharf at 8 and 11:45 a.m., and 3:30 p.m., for the Trains to Geelong.

The Early Morning and the Afternoon Trains, both to and from Melbourne, Stop at all Stations.

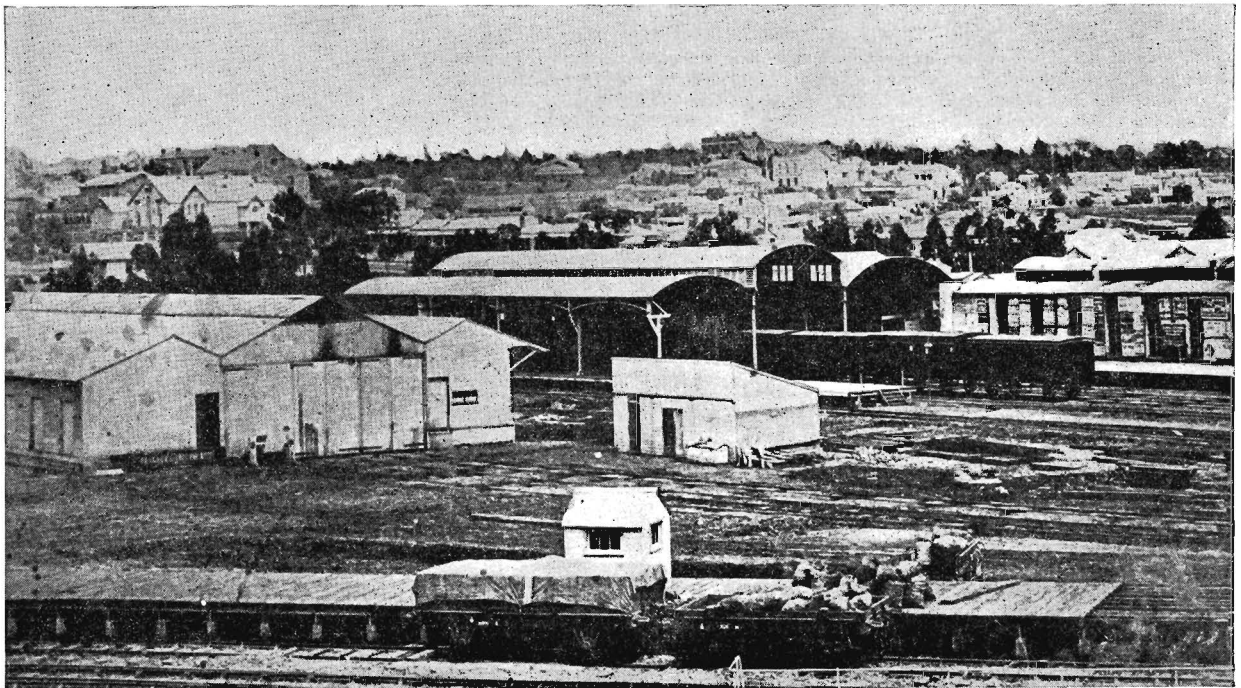
The 11 o'clock Train from Geelong, and 11:45 from Melbourne, are Through Trains, Stopping only at the Werribee for Water.

TABLE OF FARES.

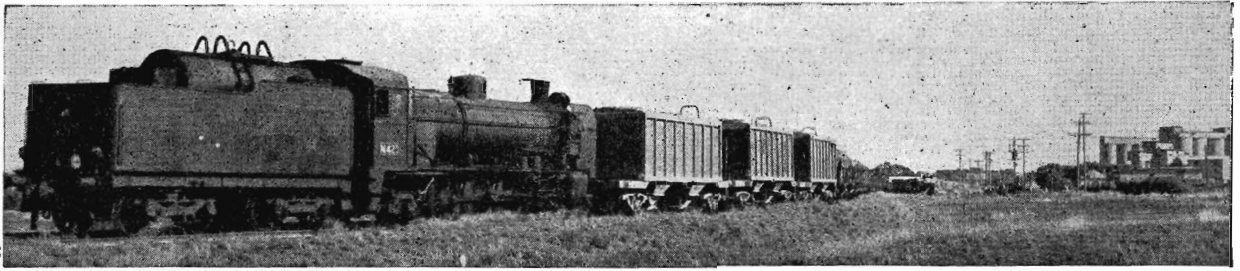
	Geelong.		West Geelong.		Cowie's Creek.		Duck Ponds.		Little River.		Werribee.		Williamstown.		Melbourne.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
GEELONG .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
RETURN .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WEST GEELONG	0 9	0 0 3	..	..	0 9	0 6	0 3	2 8	2 0	1 3	3 3	1 9	9 0	3 0	1 9	9 0
RETURN .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
COWIE'S CREEK	1 8	1 0 6	0 9	0 6	0 3	..	..	..	2 0	1 3	0 6	4 6	3 0	1 6	8 3	5 6
RETURN	2 8	1 6	0 9	..	..	..	..	..	3 0	2 0	1 6	7 0	4 6	2 6	1 2	6 0
DUCK PONDS	3 6	2 1 3	2 9	2 0	1 3	0 6	..	..	2 5	1 6	0 9	8 0	4 0	2 0	1 6	8 0
RETURN	3 6	2 0	2 0	..	..	..	..	..	3 6	2 6	1 3	9 0	6 0	3 0	1 6	8 0
LITTLE RIVER	6 0	4 6	3 0	2 3	1 6	0 9	..	..	3 9	2 8	1 9	8 6	5 9	3 0	1 6	7 6
RETURN	9 0	8 0	6 0	4 0	3 0	2 0	..	..	6 0	4 0	2 0	1 6	9 0	4 6	1 7	0 1 3
WERRIBEE	9 9	8 6	3 8	3 0	2 0	1 3	0 6	..	..	..	..	..	..	..	..	..
RETURN	1 5	1 0	1 0	8 6	1 0	1 0	1 0	..	..	..	..	..	..	..	..	..
WILLIAMSTOWN JUNCTION	1 2	0 9	4 9	1 2	0 9	4 6	1 2	0 9	4 3	1 0	6 7	3 6	2 9	5 0	3 8	1 9
RETURN	1 8	0 1 4	8 0	1 8	0 1 4	8 0	1 8	0 1 4	8 0	1 8	0 1 4	8 0	1 8	0 1 4	8 0	1 8
MELBOURNE	1 2	0 1 0	6 0	1 2	0 1 0	6 0	1 2	0 1 0	6 0	1 2	0 1 0	6 0	1 2	0 1 0	6 0	1 2
RETURN	2 1	0 1 6	0 1 0	1 1	0 1 0	1 0	0 2 0	0 1 0	9 0	1 0	1 4	6 8	1 7	0 1 2	0 7	6 1 1 0

Children under Two Years of Age, Free. Children under Ten and over Two Years, Half Price.
 Dogs to be charged for at the rate of Third Class Fares, for the distance conveyed.
 Horses to be charged for 20s. each, to all the Stations as far as Williamstown Junction.
 Carriages—Two-wheeled, 15s. Four-wheeled, 30s. ditto.

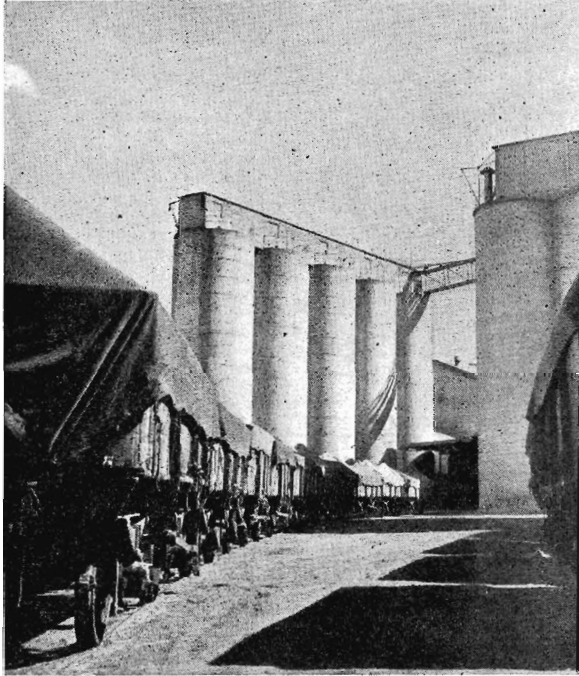
The first Geelong and Melbourne Railway time-table and fare-table operative from June 26, 1857.



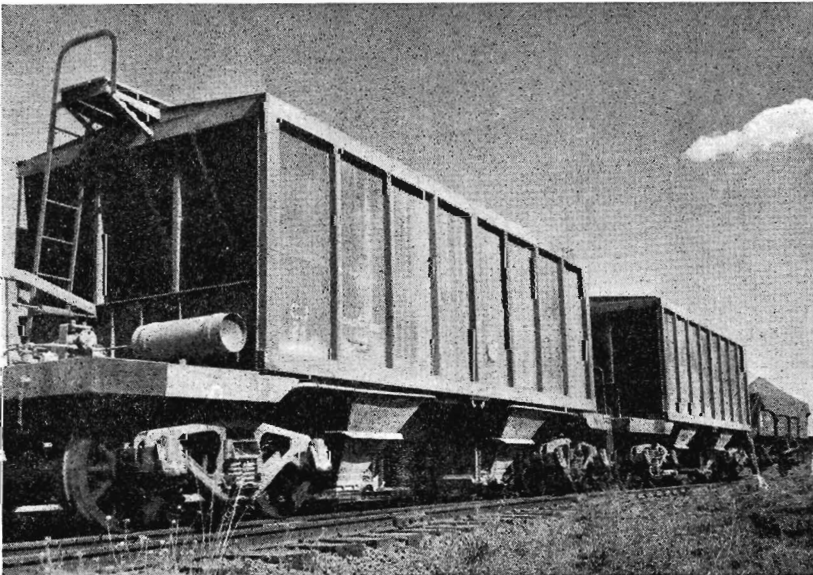
Geelong station about 1860



Shunting CJ hopper trucks and other waggons at Fyansford. At extreme right are the loading silos at the cement works.



Loaded rail waggons emerging from the bagging silos.



CJ hopper trucks were designed by V.R. engineers and built at Newport Workshops.

CEMENT

OVER a quarter million tons of cement were railed from the Fyansford works of Australian Cement Ltd. last year, either in bulk or bags. The Department's 30 CJ bulk trucks and a fleet of tarpaulin covered open waggons were kept constantly on the move to handle this traffic.

RAW materials used in the production of cement are limestone and shale, both of which are obtained from the company's huge quarry. Three main processes are used in its manufacture: raw milling, or crushing; burning, in rotary kilns; and cement milling, at which stage gypsum is introduced. Tests are made during each stage of manufacture to ensure that the material is up to standard.

Limestone and shale are hauled from the quarry to the works, three miles away, by the company's own 3 ft. 6 in. gauge railway which operates a diesel-electric locomotive similar to the T class. Outlet from the quarry is by means of a tunnel 4,376 feet long and with a grade of 1 in 36.

Black coal and gypsum are brought to the works by rail and the trucks are unloaded by a gantry with a 5-ton grab. When the trucks have been emptied, they are shunted into the loading bay to emerge with a further load of bagged cement.

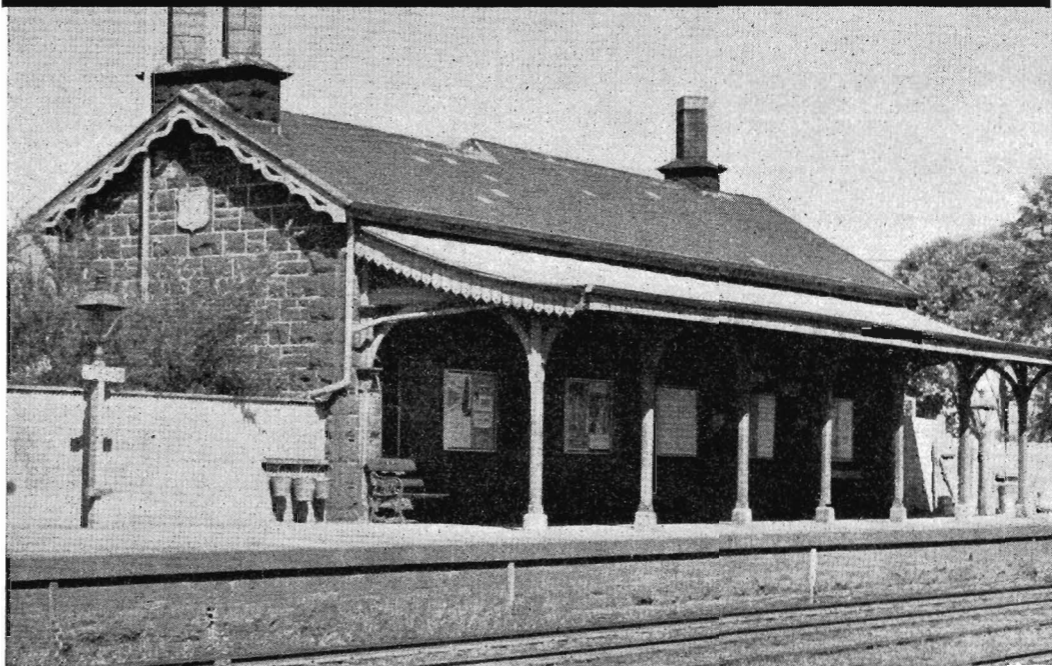
At the work's loading point, adjacent to Fyansford siding, there are loading silos with a total capacity of about 13,000 tons of cement. The cement, which has been conveyed mechanically from the works, is pumped by pneumatic pumps to the bagging silos.

Bagging machines automatically weigh the bags while filling them through a valve specially incorporated in the bag. As the bag falls from the bagging machine, the valve automatically closes so that no cement can escape.

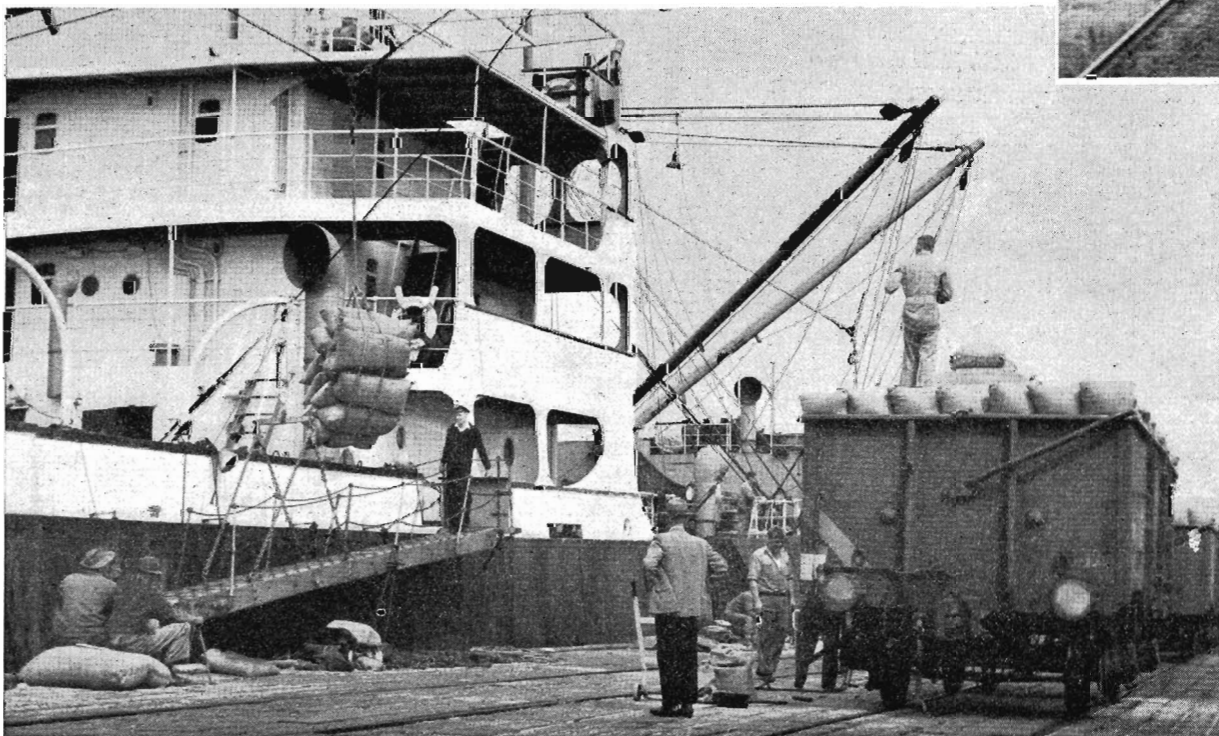
Cement is also pumped from the bagging silos into the CJ hopper trucks, each of which has a capacity of 40 tons.

The bulk cement then goes on its rail journey to such places as plaster mills and ready-mixed concrete works, where it is unloaded through outlet doors in the bottom of the trucks. Bagged cement is distributed throughout the State.

AROUND GEELONG



LITTLE RIVER: This is the original Little River station building erected when the Geelong line was built. A feature of the station is that the booking window opens directly onto the platform. *Photo: A. R. Lyell*



RACE

MODE
At
EXPO
shri



SPECIAL: Typifying Geelong's position as gateway to the Western District, this picture shows a diesel-hauled race train leaving Geelong station en route from Melbourne to Camperdown. The early pioneers' dreams were realized when, in 1890, the railway linked Port Fairy to Geelong.



ATTENTION: The modern accounting machines at Geelong goods sheds are an example of the efficient methods adopted in handling the traffic. Fork lift trucks make short work of loading baled wool. Pictured here are: left to right, Misses C. Robertson, W. Wilkes and G. Wright.

TRAFFIC: (left) Bagged barley being loaded aboard the *Appledore* for export to Japan. The large quantities of barley shipped from Geelong are of no insignificance when compared with the wheat handled there by the giant terminal elevators. Much export wool travels by rail, also.



Pre-assembling the points and crossings at the western car sidings.

RENEWING CROSSINGS

RENEWALS of points and crossings on Nos. 1, 2 and 3 roads, under Swanston Street bridge, was one of the most intricate track maintenance jobs undertaken in the metropolitan area for some years. Limitations of space, headroom and time made this work difficult.

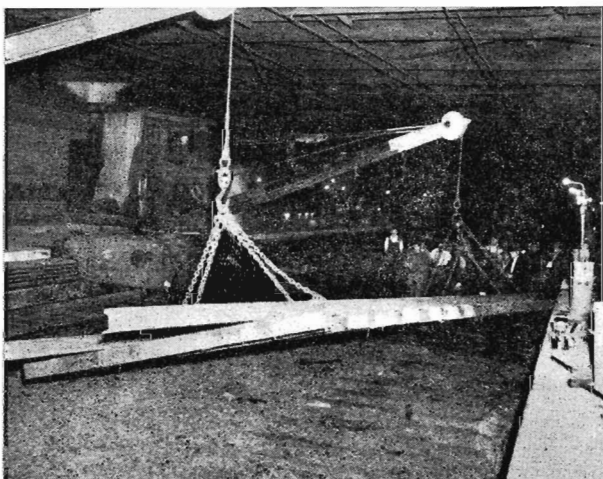
As much preparatory work as possible was done beforehand. A plant train was used during normal traffic hours to remove old ballast. The crossing work was pre-assembled in the western car sidings and was then divided into sections which could be handled by two 3-ton steam cranes with 25-ft. jibs. The sections were loaded into Q trucks. Because of clearance restrictions at overhead masts, signals and platforms, any timbers over 13 ft. long had to be dismantled and loaded separately. Both timbers and rails had been numbered on assembly to facilitate re-assembly. Loading was carried out on the day prior to the actual renewal work as overhead power could be switched off in the car sidings without inter-

ruption to suburban services.

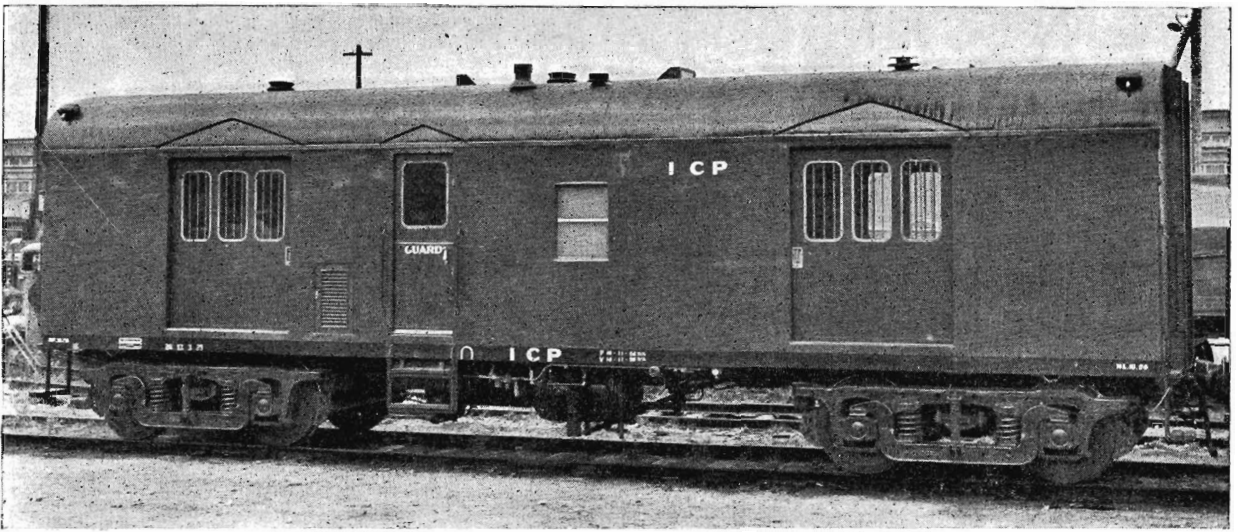
Materials used for the work included 3,000 lineal feet of 12 in. x 6 in. redgum, 77 tons of ironwork (including rails, points and crossings) and 260 tons of ballast.

Occupation of the track was obtained from midnight on the Friday until 4 a.m. on the Monday, with the exception of three short periods to enable certain trains to use No. 1 Platform. So that cranes could work safely, overhead power was switched off, except during the three short periods.

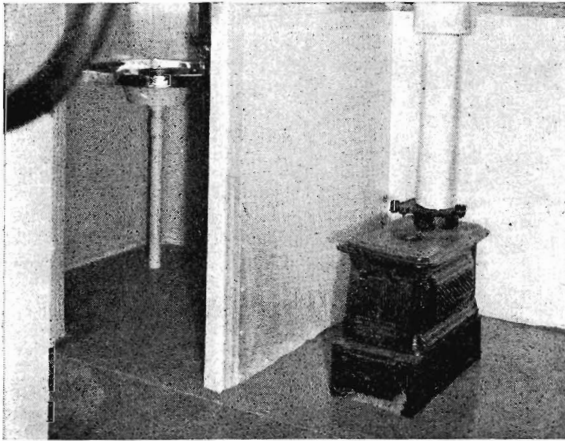
Three gangs, each of 40 men, were employed on plate-laying, ballasting, etc., each gang working an 8-hour shift. Connexion of point operating and signal interlocking mechanism involved the use of signal gangs over the week-end. The new trackwork is in a different position as the angle of the new crossings is standard. Because of this, overhead equipment staff had to re-locate supports for connecting overhead wiring to the bridge.



(Left) loading the old trackwork and (right) placing the new trackwork in position.



First of the CP vans began running on the Adelaide fast goods.



Stove and toilet compartment.

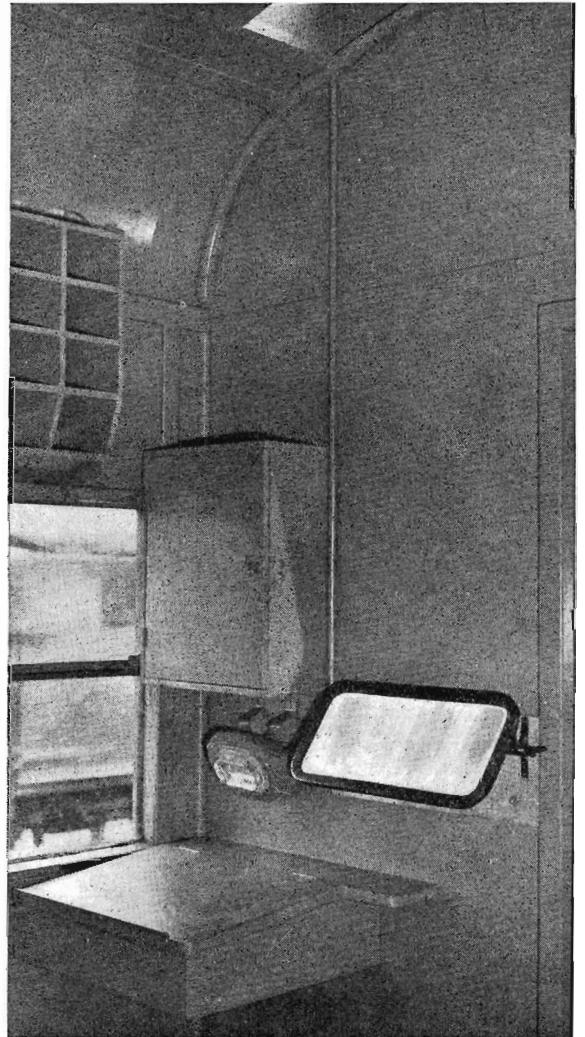
NEW CP VANS

NEW standards are set in the forty CP class vans being obtained from A. E. Goodwin Ltd., of New South Wales.

FOR use either on passenger or fast goods work, the van has an all-steel body welded to the underframe and two 4-wheel bogies with roller bearings. Ten tons of goods can be carried.

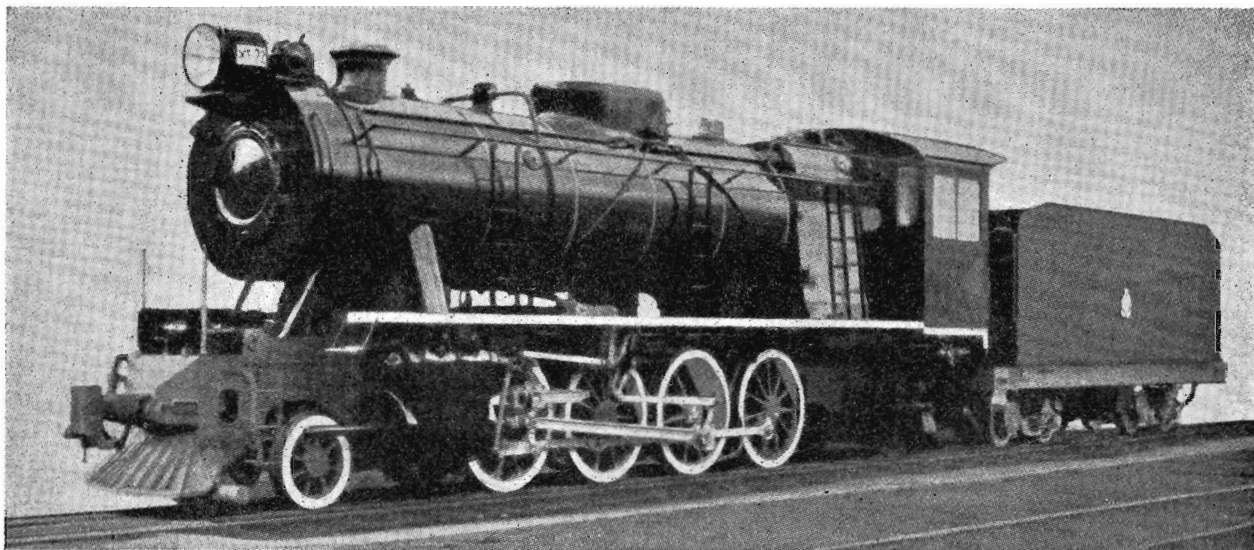
Amenities include a stove, mirror, stainless steel wash basin and toilet flushed by water under air pressure from a tank beneath the underframe. The walls and ceiling are insulated with mineral wool; interior lining is painted plywood; and armour-plate safety glass is in the windows. The steel sub-floor, of keystone construction, is insulated and sound-proofed with a rubber composition. An axle-driven generator supplies electric light. The seat and back rest are upholstered in sponge rubber, and the fuel box is under the seat.

First of the CP vans went into service recently, and it is expected the remainder will be delivered by the end of the year.



Desk, periscope and value box.

LINES FROM OTHER LINES



French-built 2—8—2 type locomotive for Jordan. Three of these locomotives were recently shipped. They are fitted for oil burning, have a maximum axle load of 11 tons, a tractive effort of 22,500 lb., and are for the unusual gauge of 1,050 m.m. or 3 ft. 5½ in.

New Containers For B.R.

B RITISH Railways have ordered 200 new containers to meet the heavy and increasing demand for the transport of frozen goods. The containers are, in effect, door-to-door cold stores. They have a capacity of 193 cubic feet, or 3 tons, and are equipped with 9 in. of insulating material on sides, top, bottom and door. Refrigeration is effected by inserting dry ice.

Diesels For Rhodesia

T WELVE more 2,000 h.p. diesel-electric locomotives have been ordered from the English Electric Company by Rhodesia Railways. Cost will be about £1 million. Rhodesia Railways already have 23 of this type in service. They will be used on the run between Bulawayo and Malvernia, the border station on the line to Lourenco Marques, because of the difficulty in getting suitable boiler water for steam engines.

Rome Railway Museum

T HE Railway Museum in Rome, below the Termini Station of Italian State Railways, contains some very interesting items, including many excellently made models of rolling stock and other equipment. There is also a full-size replica of the first locomotive and coaches, of English design, to run in Italy in 1839. The signalling section is well arranged and has some full-size working mechanisms, the operations of which can be demonstrated with the aid of an electrically-driven model railway. The documents division is attractively presented and includes some rare items.

Belgian Twin-Car Trains

I N constant additions of new motive power to operate the increasing amount of electrically-worked traffic, Belgian National Railways have made a departure from standard practice by adopting stainless-steel construction for 22 twin-car multiple-unit sets. First and second class accommodation and a pantry for the service of coffee and light refreshments are provided in each set. Top service speed is 75 m.p.h., tare weight 82½ tons.

Piggyback Without The Wheels

A S piggyback services spread over America in the past two years, some railroads held back. Some waited to study ways of providing similar service at less cost. Rock Island Railroad has now introduced a "convert-a-frate" service in which demountable cargo units provide unrestricted freight service. There is a wide range of these units, some of them straight-out containers, others special frameworks to carry motor cars. Backbone of the service is the new-type flat car, 38 ft. long and with roller-bearing two-wheel trucks. Cargo units are moved by rail between terminals, and flat-bed road trailers provide pick-up and delivery service. Initial cost of the system is lower than for conventional piggyback service. Moreover, specialized units can be developed for commodities of almost any size and description. The new service will enable Rock Island to serve an industry regardless of its location, and the necessity for additional branch lines or sidings will be eliminated, but it is

not entirely trouble free. A simple and inexpensive way of transferring the cargo units between rail cars and road trailers is needed. So far the railroad is using a costly giant fork lift truck. They are now trying to develop a low-cost roll-on roll-off device. The railroad is also experimenting with inflatable dunnage to cushion load shift inside boxes.

New Train Tests

A EROTRAIN, the new light weight train operated by the New York Central Railroad for six months, ended its experimental runs in October. It went to another railroad for further testing. While no conclusive decisions have been reached, New York Central learned from its public opinion surveys during the train's runs that passengers seem to be enthusiastic about the train's decor, tinted windows and air-conditioning. They have, however, suggested that improvements be worked out to achieve a smoother and quieter ride.

Argentine Programme

B UYING programme for the next three years provides for 465 diesel-electric locomotives and 300 motor coaches. About 500 steam locomotives are to be repaired, in addition to those normally repaired in railway shops. This programme depends, however, on the availability of foreign exchange and on the capacity of the national industry. Argentine Railways have 1,533 steam locomotives which are 48 years old or more, 1,541 aged 24-47 years, and only 1,013 less than 24 years old.

AMONG OURSELVES . . .

Geelong Station Identity

MR. C. E. ARMSTRONG, A.S.M. at Geelong, considers himself very fortunate in having received his promotion in Geelong, thus enabling him to settle permanently there. He began in 1913 as a junior clerk and, after brief periods at Werribee and Head Office, returned as pier clerk in 1915. He spent 23 years in the goods sheds, occupying various positions, before being appointed A.S.M.

In his younger days, Mr. Armstrong was a member of Christ Church (Geelong) Harriers, and won races ranging from 100 yards up to a mile. His participation in teams races and cross-country runs brought him a number of trophies. As a country fireman, he took part in many demonstrations with Newtown-Chilwell Fire Brigade.

Interested in photography all his life, he has now taken up 35 mm. colour. His transparencies are in great demand for screening at church societies, etc. At present he is forming a collection of scenic and industrial pictures of Geelong, so that he can give Geelong a boost when on leave.

As a church trustee, he is keenly interested in the Newtown Pre-School Centre run by the trustees. Apart from all this, he finds time for home gardening.



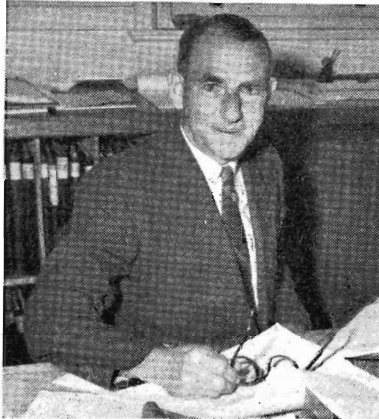
Mr. Armstrong

A Real Club Man

MR. J. M. KROGER, bookkeeper at Geelong Goods Sheds, was an active member of Geelong Apex Club for 10 years, its second president, and chairman of the first Apex conference at Geelong designed to extend the movement throughout the Commonwealth. He is now a life member of the local club. For 19 years he has been secretary of East Geelong Golf Club, of which he is also a life member. He is in his third

year as president of Geelong Try Boys Brigade, and has been on the committee for about 12 years.

Mr. Kroger ran with the Presbyterian Guild Harriers from 1920 to 1935, and was captain of both track and cross-country teams. He was a member of the Victorian State team which visited Brisbane in 1926.



Mr. Kroger

Thanks

FOR the transport arrangements for our Annual Picnic at Greensborough. I cannot speak too highly of the help and assistance received from both your Head Office



Mr. R. L. Allan, Officer-in-Charge, Geelong Goods Sheds, is a newcomer to Geelong, having been transferred from Melbourne Goods last November. When at Warrnambool he was secretary of the Apex Club for three years and district governor for one year. Also he was secretary of Warrnambool Cricket Association for a number of years.

staff and the staff at Williamstown station."

—Chas. E. Carter, Secretary, Seymour-Pacific Works Council

"For the courtesy of the Cheltenham stationmaster and the obvious efficiency in dealing with lost articles" when a case, left in the train, was recovered.

—R. A. Farquhar, McKinnon



With this year's V.R. Staff Ball to be held at Palais de Danse, St. Kilda, on Wednesday, July 31, the Committee is tackling its job with enthusiasm. Left to right Messrs. F. Storan (president), I. Jelfs (ticket secretary), J. Conheady (treasurer), V. Coffey, Misses V. Stephenson, P. Clarke (hon. secretary), M. Browne.



This memorial to railwaymen of all branches, who fell in the 1914 and 1939 wars, was recently erected at Ballarat North Workshops by the local branch of the Victorian Railways Returned Servicemen's Section and unveiled by Mr. O. G. Meyer, Deputy Chairman. From left: Messrs. J. Youens, Assistant Secretary, Returned Servicemen's Section; A. G. Patford, Acting Workshops Manager; A. G. Youens and E. Tiley, Past Presidents of the Section.

Photograph: Ballarat Courier

To the railwaymen who visited Frankston Orthopaedic Hospital "and provided entertainment for the children and also presented each of the boys with a beautiful gift. My son was amazed that strangers could be so kind. Please thank all concerned."

—Mrs. Joan I. Curl, C/o Glenrae, Wattle Glen

"For the courtesy and quick but quiet efficiency of the station staff" at Greensborough following a power failure during a storm. "I was in charge of three grandchildren and had an appointment at Kangaroo Ground, but all went well."

—Prof. W. A. Osborne, Kangaroo Ground

"To the booking clerk who issued me a ticket to Macedon on a recent Sunday. In error I tendered two £1 notes instead of one. Imagine my delight when the clerk sought me out on the train and returned the surplus note."

—J. McCorkelle, 13 Wurruck Avenue, Preston

For "the courtesy and prompt attention given by your staff" when a handbag was left in the carriage of the Traralgon train.

—Mrs. M. Gabbe, St. Kilda

Happy Sequel To War Tragedy

As a token of gratitude to the people of the Ambonese village of Galala, Indonesia, Mr. P. Elsum, personal clerk to the Chief Mechanical Engineer, has sponsored the two-year stay in Australia of a girl from the village, Miss Saartje Tanasale, to further her education. She is now learning typing and English at Swinburne Technical College.

This is an aftermath of the days when Mr. Elsum and other members of the 2/21 Battalion (Gull Force) planned escape from a Japanese prison camp. Local villagers agreed to supply a boat, food and provisions. But tragedy struck before the escape took place. The Japanese heard of the plan and all but two of the escape party were executed. The two survivors—Mr. Elsum and a Queenslander, Mr. Frick—owed their lives to the loyalty of the Rajah of Galala and his family. The Rajah's son was executed because he refused to divulge information about the escape that was being planned.

Later, the Queenslander died, leaving Mr. Elsum the only survivor. After returning to civil life he puzzled over the best way of showing his appreciation of the loyalty of the Galala people and, hitting upon the idea of sponsoring a student, asked a Dutch friend, living in Ambon, to suggest someone.

Saartje, whose father was a harbour master at Galala, was nominated. But it took Mr. Elsum 18 months of letter writing to various Governmental authorities before she was able to leave for Australia.

Saartje, who has been living with Mr. and Mrs. Elsum since July, has become



Miss Saartje Tanasale and her sponsors, Mr. and Mrs. Elsum, admire a model of an Ambonese fishing vessel. Made entirely from cloves and palm leaf strands, it was a gift to Mr. Elsum from the Rajah of Galala.

"Age" photograph

one of the family. Their three children adore her and night time finds the Elsums helping with her English homework. The plan behind her study of English is that on her return home she will be able to train Ambonese teachers in the everyday usage of the language.

A typical teenager at heart (she is just over 18 years) soft-voiced Saartje loves the films, ice cream and western style dress. She still has not got over the fascination of being able to attend school all day. In Ambon, shortage of schools limits students' attendances to either a morning or afternoon session. Nor could she have learnt typing at a school as, in Ambon, it is taught only privately.

Camp Impressions

EACH year the Department is asked by Lord Somers' Camp to nominate two boys to represent the Victorian Railways at the annual camp. Aim of the organization is to bring together boys between the ages of 16 and 18, from various spheres of life so that, by working and playing together, they may better learn each other's point of view.

Two apprentices fitters and turners were nominated this year: Lorenzo Polizzotto of Spotswood 'Shops and Gregory William Robson of Newport 'Shops.

Giving his impressions of the camp, Lorenzo said: "I was extremely pleased to be chosen and I found the camp much better than I expected. The ability of its organizers and the quality of the youths were outstanding. The youths I mixed with at the camp went out of their way to help me, understanding the difficulties I faced as a New Australian. I thoroughly enjoyed the holiday, and thank everyone for giving me this wonderful opportunity, for it is an experience I shall never forget."

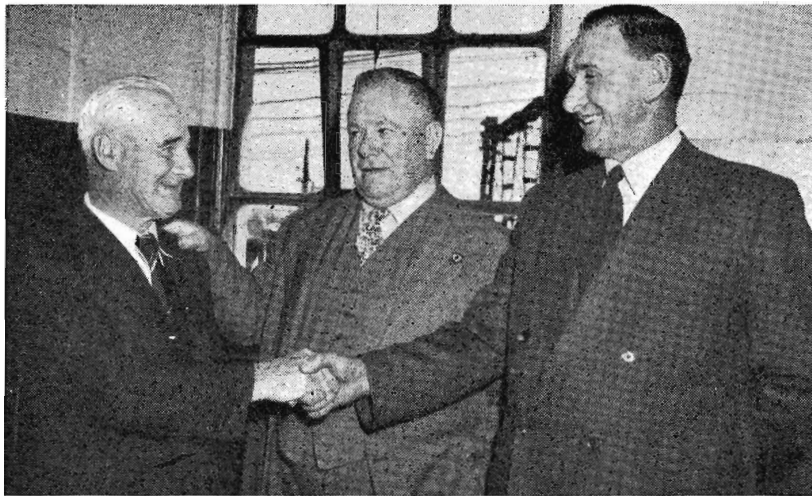
Big Families

DUTCH migrant, Assistant Running Gear Repairer H. J. Van Emmerik, of Bendigo North Workshops, is very proud of his large family—seven boys and two girls. Their ages range from 3 to 23. Pride of the family at the moment is 21-year old Hans, a promising amateur runner who carried the Olympic torch for a stage between Eaglehawk and Bendigo. In Holland, Mr. Van Emmerik worked as a fitter with the Dutch railways.

Another Dutchman at the workshops with a big family is Car Builder Alous Rijken. He has seven children. Before coming to Australia, Mr. Rijken had his own cabinet making business at The Hague.

2/9d. a Day

RETIRING this month is Clerk M. Loughnan who has been in charge of the Outward Parcels Office, Spencer Street, for the last five years. He joined the Railways Construction Branch in 1908 at a fortnightly



Senior Assistant Superintendents M. Coburn (right) and F. W. Pynn, of Melbourne Yard, bid farewell to Senior Assistant Superintendent J. Hogan on the occasion of his retirement. All three began as shunters in the Department in the same year, 1920, and will have retired in the same year, 1957.

wage of £1.13.4—approximately 2/9d. a day. Two years later he was transferred to the Transportation Branch. Major changes Mr. Loughnan has seen in the handling of parcels were the introduction of the hamper system for smaller parcels and the use of franking machines which save consignors considerable accounting work. During his retirement, Mr. Loughnan hopes to spend a good deal of his time on the golf course when he is not barracking for Essendon.

Leaving the Bright Lights

FOR 31 years, Skilled Labourer Harold Oldman of the Train Lighting Depot, Dudley Street, has been responsible for the cleaning and good order of the lights in *The Overland* and *Spirit of Progress* (and their predecessors) as well as those in the buffet, dining, and Commissioners' cars. He calculates that, during his railway career, he cleaned 10 million lights. Now that he has retired, he intends sitting back and imparting the finer points of lamp cleaning to his wife. A treasured memento of his railway workdays is a special pass issued to permit him to enter the Royal train in 1934 to clean the lights.

27 Years at Spotswood

STOREMAN-IN-CHARGE J. Moon, who recently retired, went to Spotswood Workshops when they opened in 1927—three years after he joined the Department. He was there until July 1954, when he was transferred to Head Office on addressograph and standardization work. In his youth, Mr. Moon went to New Zealand. He enlisted there and served from 1915 to 1919 with the N.Z. Rifle Brigade. Returning to Victoria he eventually settled down in the railways, where

he became extremely popular with all his workmates. Mr. Moon lives at Essendon and has been a staunch Essendon barracker for the last 33 years. He is fond of gardening and will divide his time between gardening and football.

POSTERS



to **THE BEACH**
by train

First prize in the Transportation Poster section of the 8th Annual Australian National Competition of Outdoor Advertising Art was awarded this poster. It was designed by Commercial Draftman C. M. Trewin and was based on a photograph by Athol Smith.

SPORTS

Country Sports Weeks

FROM all corners of the State came 268 country members to compete in the V.R.I. sports weeks held during March and April. Ideal weather helped to make the fixtures an outstanding success.

Bowls

BOWLS drew a record entry of 143 competitors who were welcomed by Mr. O. G. Meyer, Deputy Chairman of Commissioners; Mr. F. Orchard, General President, V.R.I.; and Mr. L. J. Williamson, President of the V.R.I. Social Bowls Club.

The 32 teams in the Fours Championship were divided into eight sections, winners being: Wodonga No. 1, Ballarat No. 1, Ballarat No. 2, Seymour No. 2, Maryborough No. 3, Seymour No. 4, Benalla No. 1 and Bendigo No. 3. After a knock-out competition, Ballarat No. 2 defeated Benalla No. 1 and won the Championship.

In the Pairs Championship, 70 pairs competed. It was won by J. Wight and S. Williams (Ballarat) from another Ballarat pair, A. Polson and J. Hocking.

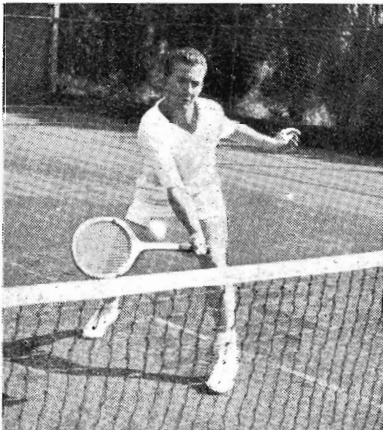
All visitors entered for the Singles Championship. The finalists were H. Shannahan (Deniliquin) and S. Williams (Ballarat). After a keen contest, the former won.

Trophies were presented by Mr. Quail, at a social held in the Club House.

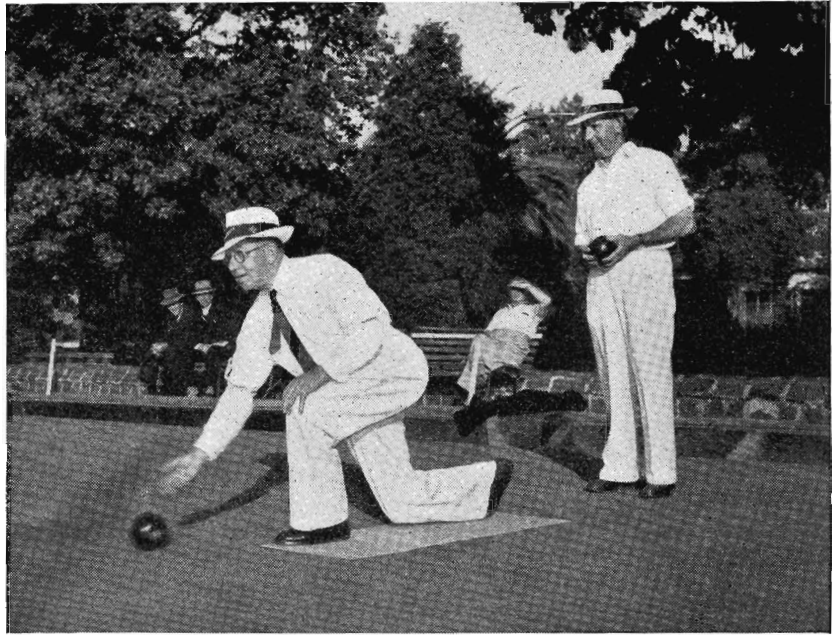
Tennis

FORTY-FIVE players, after being welcomed by Mr. N. Quail, Commissioner, took part in the matches at the V.R.I. courts at Parkville.

Eleven teams competed in the Teams Championship: Section 1—Maryborough No. 1, Seymour No. 2, Wodonga No. 2, Geelong and Ouyen;



Mr. L. Cook (Seymour Loco.) playing in the open singles championship.



Mr. H. Shannahan, from Deniliquin (on mat) and Mr. S. Williams (Ballarat) competing in the singles during the V.R.I. Country Bowls Week. The event was won by Mr. Shannahan.

Section 2—Maryborough No. 2, Seymour No. 1, Wodonga No. 1, Lilydale, Bendigo and Traralgon.

At the end of the home and home matches in each section the leaders were Geelong and Wodonga No. 1 respectively. Geelong won the Donald Mackintosh Cup by the narrow margin of one set, the scores being Geelong 3 rubbers, 7 sets, 58 games to Wodonga's 3 rubbers, 6 sets, 54 games.

Excellent tennis was also seen in the Open and Railway Singles championships. In the Open, R. Craigie (Maryborough) defeated R. Carmichael (Geelong), 6-2, 2-6, 6-0. Carmichael also reached the final of the Singles but went down to F. Jones (Geelong) in straight sets, 6-5, 6-3.

Mr. Quail was an interested spectator on the final day when he presented the trophies won during the week.

Cricket

SIX centres sent teams—Geelong, Ballarat, Bendigo, Benalla, War-ragul and Seymour—and all matches were played on the excellent turf ovals at Royal Park. Visitors were warmly welcomed by Mr. N. Quail, Commissioner, and Mr. F. Orchard, General President, V.R.I. At a social function held at the conclusion of the matches, Mr. Quail presented the D.S.J. Shield to the winners—Geelong.

After a week of keen cricket, Geelong had defeated Ballarat, in an exciting game, by 23 runs.

Some highlights of the matches were: Batting— E. Stephens (Ballarat) 112 and 104 runs, R. Darcy (Geelong) 11 and 74, R. Keddie (Ballarat) 76 and

56, L. Fisher (Geelong) 67, N. Duncan (Ballarat) 64, L. Withers (Seymour) 62 n.o.; Bowling—G. Wittingslow (Ballarat) 3 for 0, R. Keddie (Ballarat) 4 for 1, L. Fisher (Geelong) 7 for 30, S. Wallis (Ballarat) 3 for 5, C. Mumford (Seymour) 5 for 22, J. Dunne (Bendigo) 4 for 35, R. Jackson (Warragul) 4 for 22 including the hat trick.

Geelong Bowler

PARCELS PORTER C. RUSSELL, Geelong, has been playing bowls for about eight years. He is leader in No. 1 Division for Eastern



Mr. Russell

Park Bowling Club. His club, which won the Olympic pennant for the 1956/57 season, has had nine pennant wins in the past 11 seasons. Mr. Russell has won many trophies in social games, but has never managed to win a club event although coming close to it. This year was his second visit to V.R.I. Country Bowls Week. Living at Geelong for the past 31 years, Mr. Russell is, as he describes it, a "one-eyed Geelong football supporter." Even with bowls in spring and summer and football in winter, he finds time for gardening and making such decorations as concrete windmills, a fish pond and a wishing well.

VICTORIAN RAILWAYS

NEWSLETTER

JULY



1957



THE MONTH'S REVIEW

On the Air

LAST month, an interview with Mr. E. H. Brownbill, Chairman of Commissioners, was broadcast over station 3DB as one of a series entitled "Victoria—today and tomorrow". The particular talk was on "Future developments in Transport", and was followed by a similar interview with Mr. R. J. H. Risson, Chairman, M.M.T.B.

In his talk, Mr Brownbill stressed the necessity for an underground railway to alleviate city congestion, and indicated some of the work involved in planning prior to actual construction. Other points on the construction of the underground were that there were no engineering problems; the only real problem is finance.

The underground cannot, however, be regarded as a separate entity. It is, as Mr. Brownbill said, a supplementary project to be integrated with the suburban system as a whole.

For the future, the ultimate aim of the Department is to provide fast non-stop trains to and from Melbourne for the convenience of passengers living in the outer suburban areas. People living in inner suburbs would be served by stopping trains.

Track Duplication

ABOUT two miles of track being duplicated between Croydon and Mooroolbark is expected to be ready for use by the end of this month. The work involved the construction of two concrete and steel bridges, replacement of two timber bridges by concrete and steel structures, and erection of steel structures for overhead wires in place of existing wooden poles. A new substation has been built at Hull Road, and additional stabling sidings will be provided at Croydon.

Steel overhead structures will also replace wooden poles between Mooroolbark and Hull Road, although this section of track will not be duplicated.

Longest Race Special

FOR the Warrnambool Turf Club's three-day Gold Cup and Grand Annual Steeplechase Meeting, three special trains were run. One of them, consisting of 14 vehicles hauled by two diesel-electric locomotives, was the longest special express train to leave Melbourne. For the return trip, the train was increased to 15 vehicles and carried more than 700 passengers. (A photo of the train appears on the centre pages.)

Following the running of this train, Mr. J. D. MacDonald, M.L.A., wrote to the Chairman congratulating the Department and particularly the dining

car staff for the excellent job they did. "The service and general smooth running will, I am sure, go a long way in popularizing rail travel to all parts of Victoria", said Mr. MacDonald.

Air-conditioned cars, with dining car service, have made race specials very popular with race patrons, and there has been a steady growth in this traffic over the past few years.

Longest run so far made by a race special has been to Albury. Other regular runs include Bendigo, Ballarat, Geelong, and Pakenham. Within the last few months, Camperdown, Sale and Mornington have had their first race specials in recent years.

Preventing Erosion

TESTS are now being made of what is hoped to prove an effective and economical method of preventing erosion in cuttings and embankments. Test strips, 100 feet long, on both walls of the cutting between Camberwell and East Camberwell have been sown with special grasses. To provide an adhesive cover for the seed during germination, the test strips have been sprayed with a bituminous emulsion. The grass is now growing and spreading, but the results of the tests to prevent scouring will not be known until next summer. The old and more costly method of preventing erosion was to face the slopes with bluestone.

Orchids for *The Daylight*

WRITING to the Department, an overseas visitor says, "Last Tuesday I travelled down from Sydney on *The Daylight* express, and was so delighted with the trip I feel I must write and congratulate the Department. The train was as modern as anything I have seen overseas, and the service was friendly and helpful all the way. I am anxious to take back overseas a record of this trip if you have some pictures or literature on this train."

Flinders Street Flowers

EXPERIMENTAL sale of cut flowers at the fruit stall on the Flinders Street concourse proved so successful that a permanent flower stall is to be erected there. For the first three weeks of the venture, sales of cut flowers totalled about £1,000. During Mothers Day week-end, sales amounted to £550.

Off The Gold Standard

GOLD passes issued to members of the Federal Parliament (life passes excepted) are no longer valid for rail travel. Members of the House of Representatives and the Senate have been issued with warrants of standard design to be exchanged for tickets to cover all

rail travel, except suburban, on official Parliamentary and electorate business. Senators and members will sign their own warrants.

Lost or Unclaimed

RAILWAY Lost Property Sales feature a wide range of articles; some left in trains by absent-minded passengers, luggage which vague souls address incorrectly, and goods that have been damaged or mislaid. Carelessness in addressing accounts for quite a lot of things going astray.

In a recent sale, items ranged from a trombone to sheep dip. Seasonable articles, in the shape of umbrellas and travelling rugs, were included in the catalogue.

Popular Model

THE Department's model of B60, *Harold W. Clapp*, proved a source of attraction and delight to the crowds at the recent Royal Adelaide Exhibition. The model, which was displayed on Clyde Industries Ltd. stand, made its public debut in Melbourne's floral pageant held during the royal visit in 1954, where it won first prize in its section. It was built at Newport Workshops, and is one-third the size of the actual locomotive.

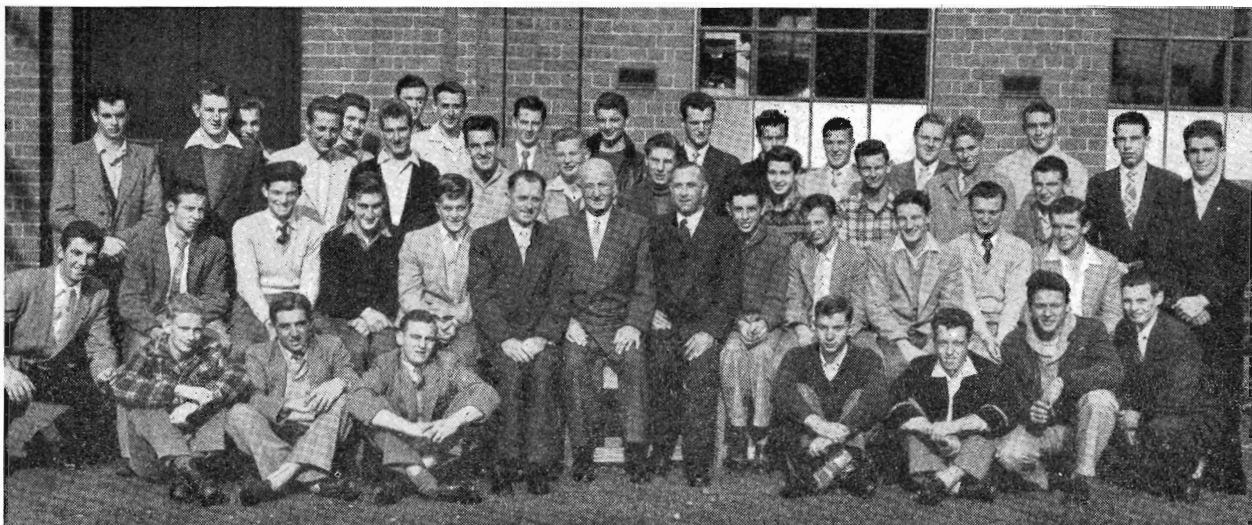
School Projects

TO facilitate easier handling of folders and pamphlets issued to school pupils for project work, the Public Relations and Betterment Board has produced a special cover, printed on heavy-weight paper. This has a pocket at the foot to enable the folders to be slipped in. Opportunity has been taken to feature railway careers on the inside of the cover and, on the back, some interesting details of the Victorian Railways.

Hundreds of requests are received each year for project material, some of the applications coming from overseas. Among the latest is one from a 12-year old schoolboy in South Africa, who wrote to several people seeking information about the V.R., among them Mr. F. Carey, of the A.F.U.L.E.

FRONT COVER

Hostess E. Dickson hands to baby a bottle which she has just warmed. Nothing is too much trouble for the Hostesses on *The Daylight* and *Spirit of Progress*. They look after the needs of women and children, especially mothers with babies, and elderly people. Service is their business. Picture was taken aboard one of the new AZ saloon-type cars.



Railway apprentices at the V. R. Technical College, Newport, after the annual presentation of awards. In the centre are Messrs. H. Tran, Principal of the College, P. Farnan, then Chairman of the Staff Board, and R. Curtis, Supervisor of Apprentices.

V.R. APPRENTICES FILL TOP POSTS

THROUGHOUT the whole of industry, the V.R. trained apprentice has a first-rate reputation. That reputation has been built up by sound training. In 1905, the Department was pioneering a system of apprentice instruction which sought to bring back all that was best in the old trade guild methods, modifying them to suit modern conditions.

UNDER the V.R. training scheme, emphasis is laid not only on making a lad an efficient employee, but also in ensuring that he becomes a skilled tradesman, taking a personal pride in his work.

The thoroughness of this training in the Department's metropolitan and country workshops is proved by the number of former apprentices who have risen to the highest positions in various branches of the service. The present Chief Mechanical Engineer, Mr. G. F. Brown, and the Assistant C.M.E., Mr. W. O. Galletly, began their railway careers as apprentices, as did many other senior officers in the Rolling Stock Branch. Indeed, all around the system can be found successful apprentices who have climbed high in the service.

Among the apprentices of the pioneer 1905 school were such men as Mr. H. P. Colwell, former Chief Electrical Engineer, and Mr. J. Fowler, former Member of the Staff Board. The 1908 group included Mr. A. C. Ahlston, former Chief Mechanical Engineer.

Most successful apprentice in recent years is Assistant Engineer William

Wilkins, who joined the railways as a lad labourer in the Electrical Engineering Branch and, later, was accepted as an apprentice. He did so well at the Newport Technical College that he won a Commissioners' scholarship entitling him to undertake a diploma course in electrical engineering at the Royal Melbourne Technical College.

In his fourth year, he won the prize awarded to the best electrical engineering student, and subsequently brought further honours to himself and the Department by obtaining his fellowship diploma in electrical engineering, and winning the two coveted awards of the year—the Professor Kernot medal and the Hans Ernst prize.

Latest apprentices to draw attention to the high standard of the Department's apprentice training system are Donald Cracknell and George Chamings, who were selected by the Apprenticeship Commission of Victoria as the outstanding apprentices in their respective trades. (see page 13.)

Spectacular advancement to high positions in private industry by former Victorian Railways apprentices also lends support to the claim that the De-

partment's training system is second to none, and is recognized as such by industry generally.

Prominent industrialist and business leader, Sir Fred Thorpe, was a Victorian Railways apprentice fitter and turner. In the last war he was Director of Machine Tools and Gauges, and was also on the Advisory Committee to the Minister of Defence Production.

Mr. Charles M. Cock, who became Chief Electrical Engineer of the Southern Railway Company, England, in pre-nationalization days, and then Chief Electrical Engineer of British Railways, is now General Manager of Traction for English Electric Co. Ltd. He was a V.R. apprentice fitter and turner.

Mr. Fred Shea, one-time Chief Mechanical Engineer of South Australian Government Railways, and now Director of Engineering of Clyde Industries Ltd., is another former V.R. apprentice who rose to a high position in private industry.

These quoted cases go to prove that, in a land of opportunity, the Railways continue to lead their apprentices along the pathway to success.

BAIRNSDALE'S TRAFFIC GROWS

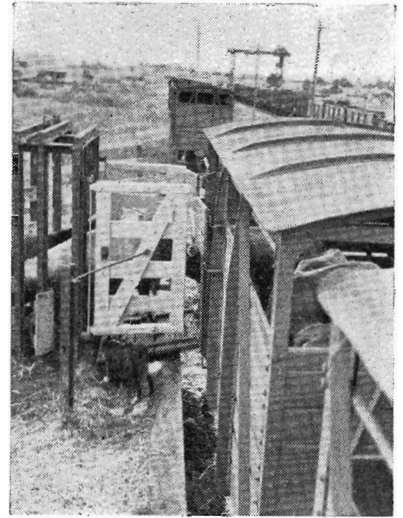
ORIGINALLY, Bairnsdale was a wayside stopping place on the main road from Port Albert to the Monaro country across the N.S.W. border. Today, it is the rail centre for that section of country as well as for the Gippsland Lakes and the Buchan Caves.

FIRST land settlement in the district was in 1843, when pioneer landholder Archibold Macleod acquired the Ensay Run. The following year he was granted a licence for the Bairnsdale Run.

The township grew in a bend of the Mitchell River, and was granted local government, as a shire, in 1868. For

years, the river was a busy highway for traffic, but, today, the wharves are deserted except for anglers trying for bream and mullet.

Rail business at Bairnsdale gives some indication of the recent rapid growth of the town. Eleven years ago, a Traffic Branch staff of nine were employed; today, 22 are needed.



Loading cattle

Main outwards rail traffic comprises livestock, pulpwood, timber, leather, butter, cheese, wool, fruit trees, railway sleepers, and poles and crossarms for the State Electricity Commission.

Cattle are big business at Bairnsdale, which has an important market. During April, May and June, the annual drafts of cattle come in. One station has 1,000 head in its draft; another, on the Monaro Plains near Delegete, drives 800 head to Bairnsdale. Apart from cattle sold locally, others are railed to the Western District and the Mansfield line.

A sidelight on the growth of the cattle industry is the fact that the butter factories' output has increased greatly.

Surrounding forest areas also add to railway activity at Bairnsdale. The new gantry loads 10 KT trucks of pulpwood for Maryvale every day. Railway sleepers, obtained under contract, are inspected and loaded every fortnight. At the S.E.C.'s siding, equipped with its own gantry, telegraph poles and cross-arms are loaded.

A local nursery grows fruit trees and rails 200,000 of these a year. They are specially packed in hessian to enable them to travel long distances.

The Orbost line brings in a lot of traffic. A morning train brings about 800 tons and one in the afternoon about 600 tons. These are each built up to 1,400 tons at Bairnsdale.



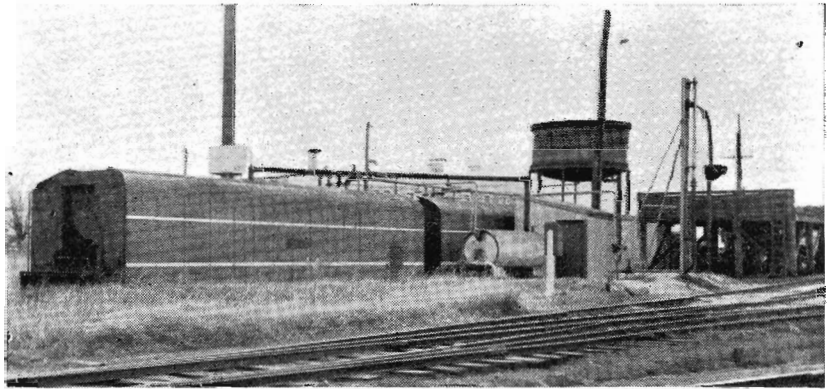
Pulpwood for Maryvale being loaded from road trucks. Reserve stocks (right) are built up to cover periods when road trucks cannot operate because of weather conditions.



Travellers from surrounding districts come by bus or private car to catch *The Gippslander* at Bairnsdale. Many park their cars at the station and continue their journey by train.

On the passenger side, Bairnsdale is served by *The Gippslander* on Mondays to Saturdays, with another morning train from Melbourne on Fridays and Saturdays, and a morning train to Melbourne on Mondays and Saturdays. Feeder buses come to the railhead from Orbost, Omeo, Buchan, Paynesville and Lakes Entrance to meet the trains. From just before Christmas to the end of February and again at Easter, tourist traffic is particularly heavy.

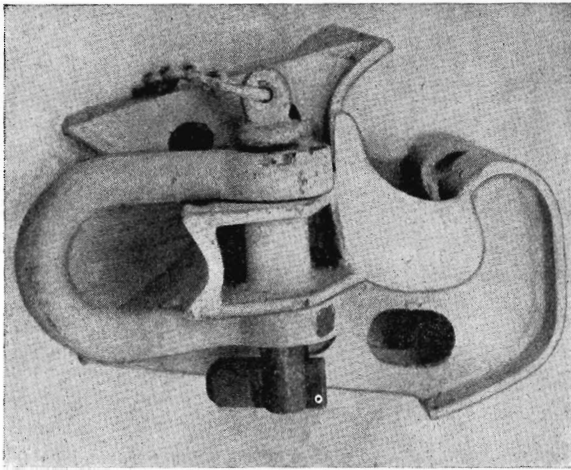
All in all, Bairnsdale is going ahead, and credit for some of the development must go to the railways for the manner in which they shift the traffic.



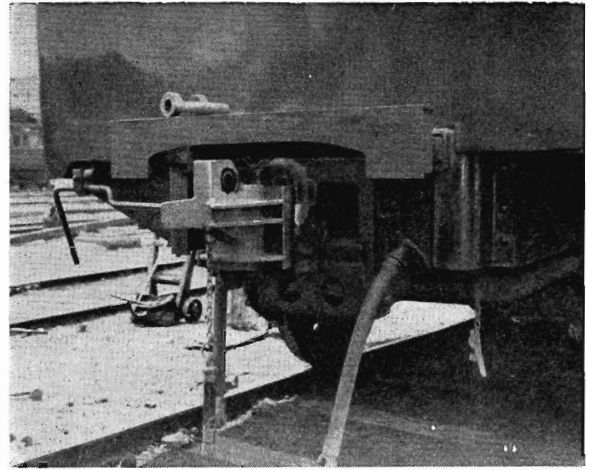
Old S Class tenders are used as fuel oil storages. Oil-burning locomotives previously operating between Bairnsdale and Orbost have now been replaced by diesels.



Bairnsdale station yard always presents a busy scene with shunting and marshalling of trains.



(a) The adaptor coupling



(b) Fitted to a *Harris Train*

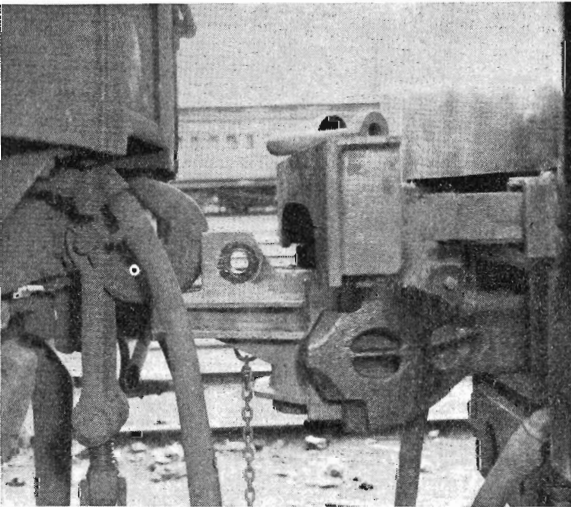
ADAPTOR COUPLING

IN railway operations, provision must be made for all sorts of contingencies, however remote they may be. Even though a train is stalled or disabled, the service must be kept going.

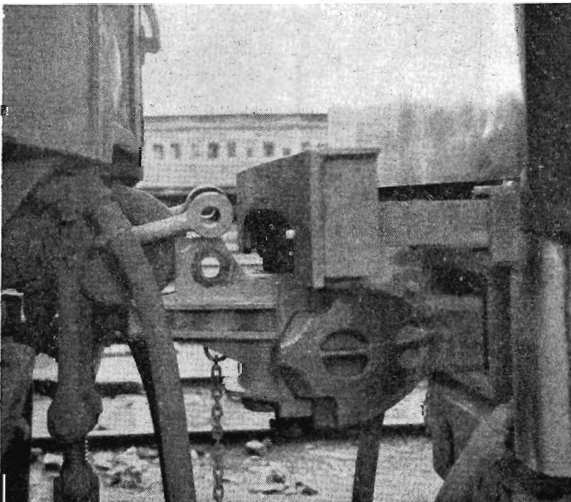
As the *Harris Trains* are fitted with automatic couplers they can, if necessary, be readily coupled to a disabled train that is also auto coupled, and can then push or pull it from the section.

To enable them to cope with trains fitted with screw couplings, Rolling Stock engineers designed an adaptor coupling to permit an auto coupled train to be connected with a screw coupled train, so that it, too, could be pushed or pulled if disabled.

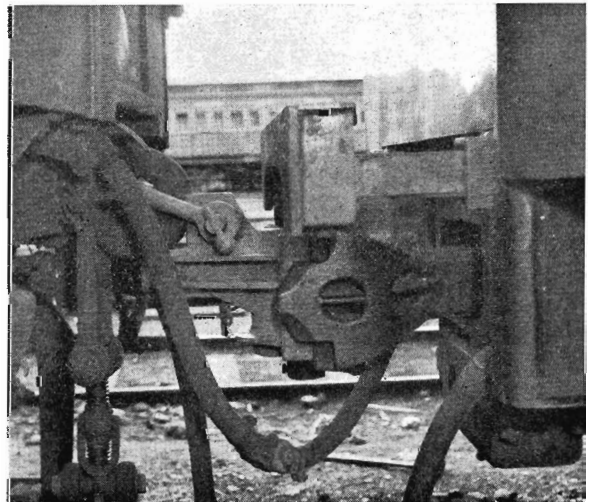
Operation of the new coupling is simple as the illustrations show. Its provision—one is carried in each *Harris Train*—is one of the many aspects of railway service.



(c) Backed up to the disabled train



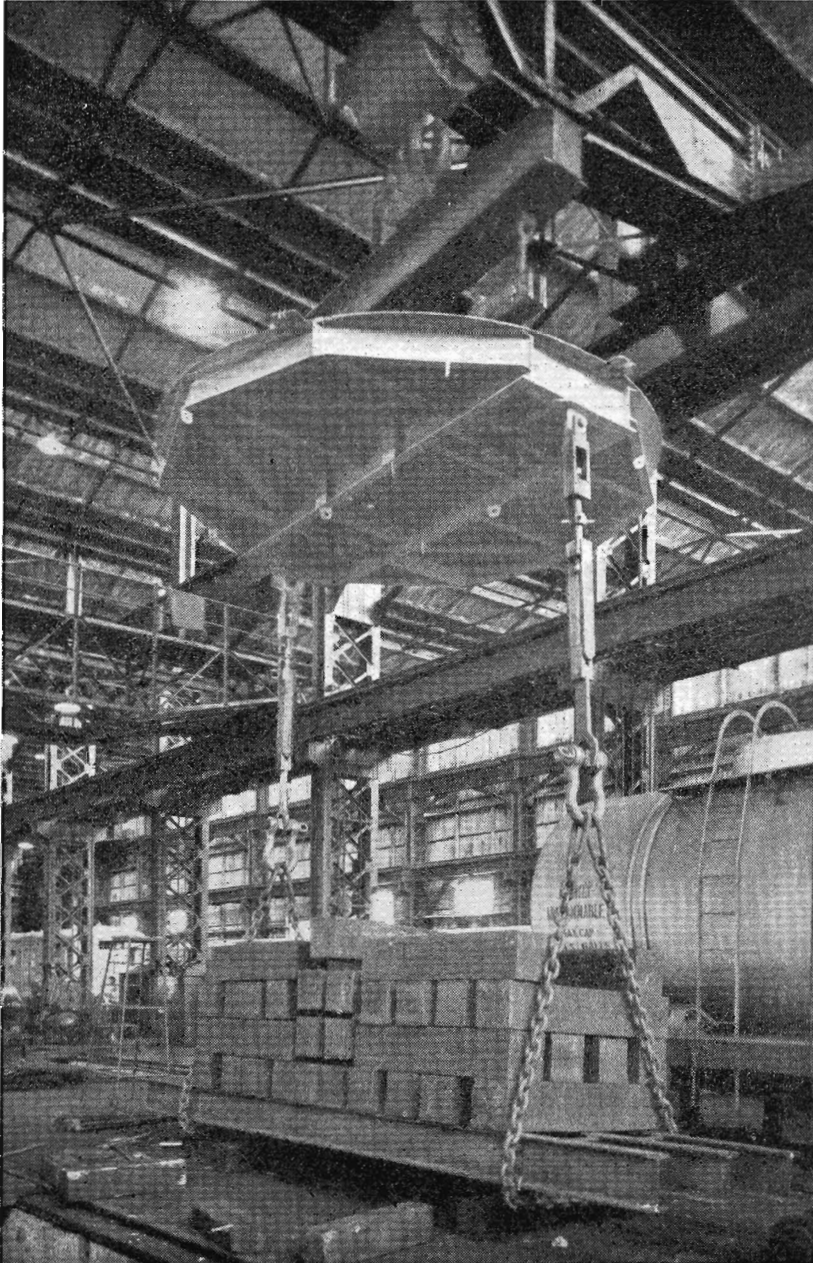
(d) The shackle placed over the draw hook



(e) . . . and secured by the shackle pin

AIDING INDUSTRY

SO far as the general public is concerned, the Victorian Railways' aid to industry is considered to be confined to transportation. But that impression is far from true. The Department is often called on to do widely divergent jobs—some big, some small—to aid industry in various fields. Because of the size and capacity of departmental workshops and the varied machinery and technical skill available, the Department is capable of carrying out a vast range of work.



Testing the Galloway stage at Newport Workshops.

AT Newport Workshops, recently, special lifting tests were carried out, on behalf of industry, on equipment to be used for the Tumut pressure shafts—part of the Snowy Mountains Hydro-electric Scheme. The equipment was designed to lower pipes, 18 feet long and 12 feet diameter, down a shaft 1,100 feet deep. There will be two of these pressure shafts leading from the pressure tunnel to T1 underground power station, on the Tumut River.

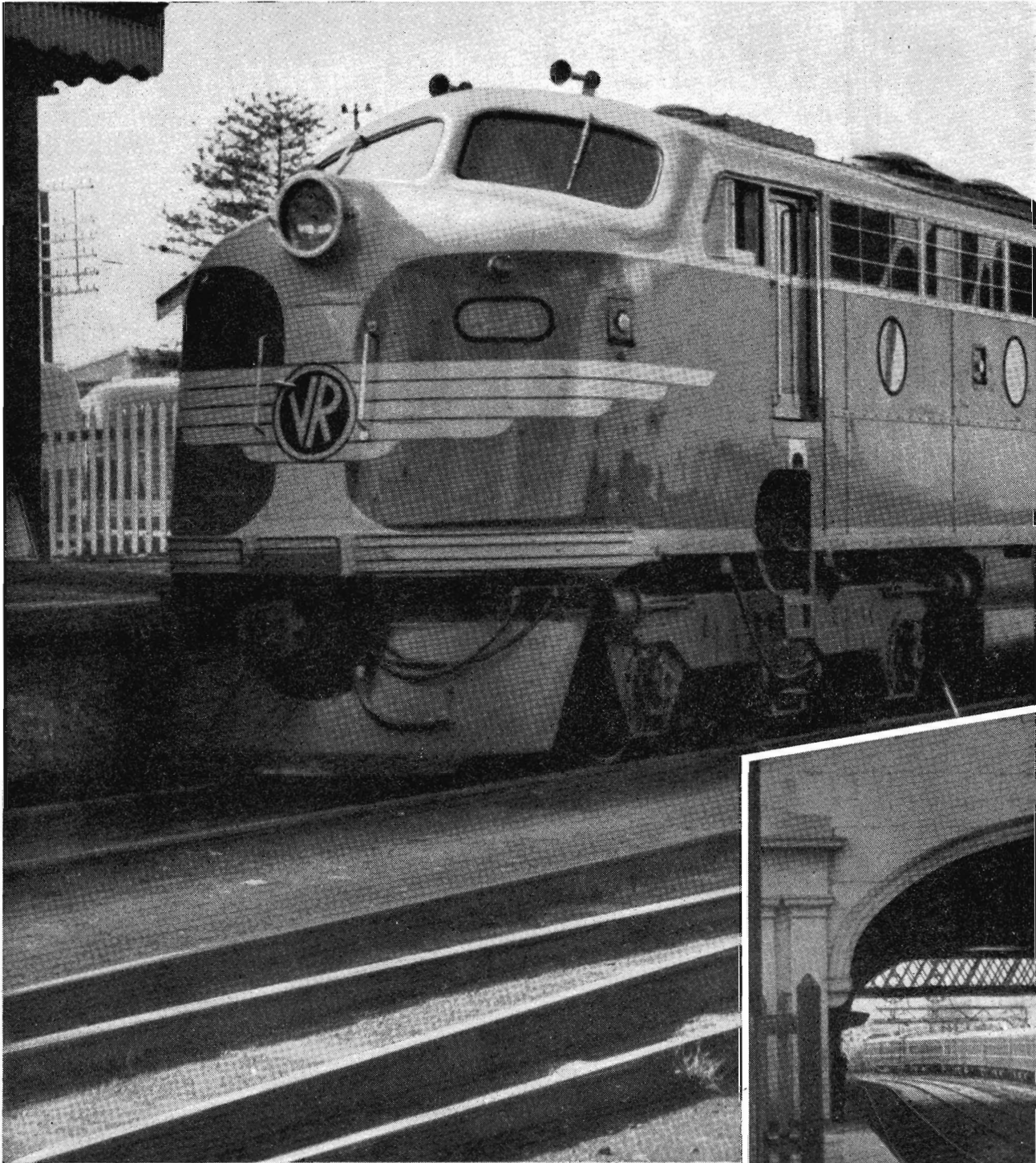
The pipe will be suspended from a circular platform (known as a Galloway stage) which itself will be suspended from two ropes operated by a double drum winch. Maximum pipe weight is 17½ tons; inclusive of tackle, the total load will be 22 tons.

Humes Ltd. sought the Department's assistance in testing this equipment with a load of 40 tons. Two tests were necessary: to lift the test load directly suspended from the platform, and to lift the test load on a special tackle suspended from the underside of the platform. This special tackle enabled the load to be lifted or lowered whilst the platform is suspended in a stationary position.

The platform, which is about 12 inches thick and weighs 2 tons, had to be lifted about 30 feet above the ground. As the platform has two points of attachment on top, a special spreader beam to provide two points of suspension had to be made at Newport Workshops to fit the crane to be used in the tests.

The tests were duly carried out, to the Company's entire satisfaction, on one of the 75-ton overhead electric travelling cranes in the Erecting Shop.

Another instance of Departmental aid to industry—of an entirely different type—occurred some months ago when the *Bendigo Advertiser* failed to come out, for the first time in 100 years. Some of the teeth in a large gear wheel of the printing press had broken. The newspaper sent an urgent appeal for help to Bendigo North Workshops. The necessary help was forthcoming, the teeth were suitably repaired, and the press enabled to print once more.



Warrnambool recently dispatched the longest race train ever to leave a Victorian railway station. Pictured above is the train arriving at Warrnambool, with 14 vehicles. On return an extra carriage was added, making the overall length of the train about 1,240 feet.

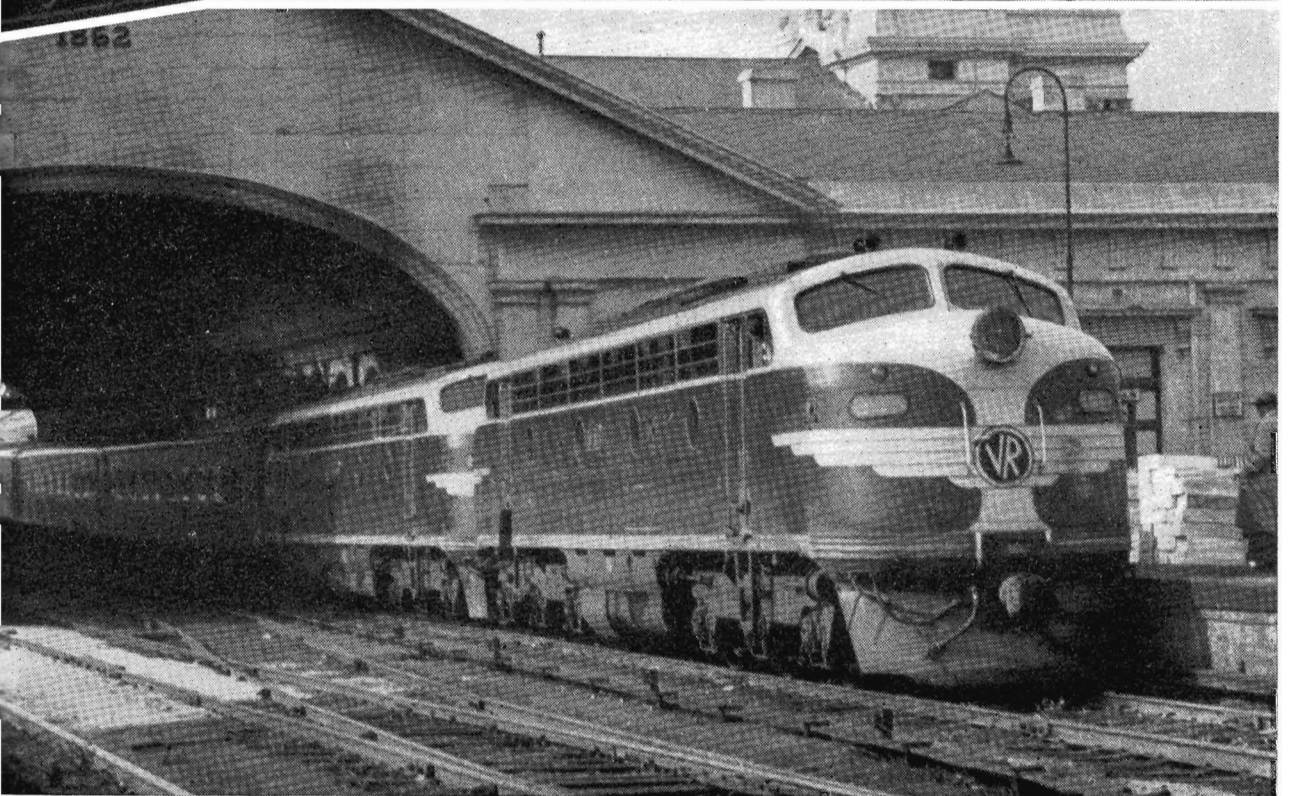
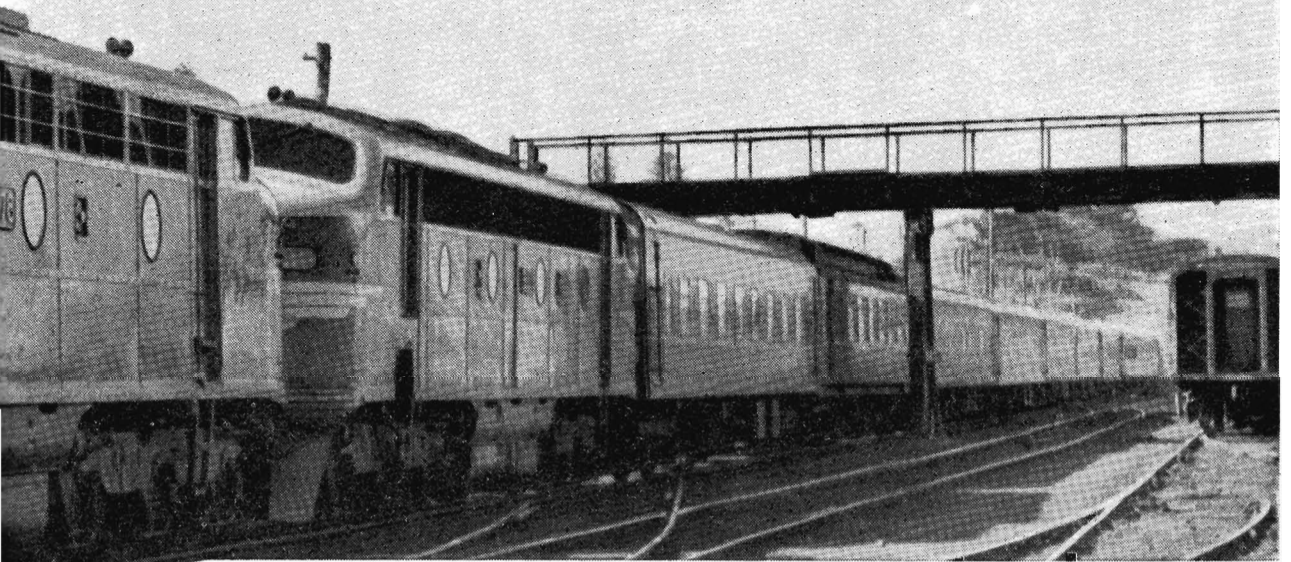
Photo: Warrnambool Standard

At right is the second daylight express to Adelaide, leaving Ballarat station on Good Friday. First daylight train to Adelaide ran last Christmas.

Photo: Rev. Bro. J. P. McCarthy



TWO UNUSUAL TRAINS



THE GOLDEN SPIKE RAILROAD

by E. W. Jones

GREAT enterprises seldom receive the enthusiastic endorsement of mankind from their inception. Ignorance, greed and lack of imagination have been the hurdles on which many schemes have foundered, only to be revived a decade later and brought to fruition by a generation which possessed the courage its predecessors had lacked.

Railroad construction in its infancy was plagued by all these enemies as well as by the obstacles imposed by difficult terrain and hostile native population.

COMPARED with systems in other parts of the world, Australia constructed her railroads over relatively easy country which presented few difficult engineering problems, and with a native population rendered innocuous.

In America the early railroads were not only beset by political and economic troubles, but had, in addition, the natural barrier of the Rocky Mountains to overcome, as well as the hostility of the Indians who disputed every mile the iron horse penetrated into their hunting grounds.

Soon after the first thirteen miles of track was constructed by the Baltimore and Ohio Railroad in 1830, the question of a transcontinental railway was raised by Judge Dexter, a newspaper proprietor in Michigan. In 1838 John Plumbe, a Welsh surveyor, convened a public meeting to consider the same question. From 1840 to 1851 the chief apostle of the scheme was a man named Asa Whitney who spent a fortune in trying to convince the public of the feasibility of his transcontinental dream.

Gold Discovered

With the discovery of gold in California in 1849, investors began to be interested in the possibility of reducing the long sea journey from New York to San Francisco by the construction of a railroad.

It was not until 1862 that the green light was actually given for the great enterprise to begin. In this year, despite the Civil War, Abraham Lincoln signed the Homestead Act giving 160 acres of land to any United States citizen who settled and cultivated it for five years.

In the rush to occupy the empty spaces of the West the vital need was transportation. Six weeks after the Homestead Act was passed Lincoln signed a bill giving financial aid to enable the construction of a transcontinental railroad.

The Union Pacific Railroad was to

build westward from Omaha, Nebraska, while the Central Pacific built eastward from Sacramento, California, until their tracks met, making a total of 1,800 miles of railroad across deserts, mountains and prairies inhabited by bad white men and wild red men.

Work Begins

Work did not really get under way until the end of the Civil War, in 1865, when thousands of war veterans joined the labour force of the Union Pacific. The Central Pacific built up its labour force by bringing in large numbers of Chinese.

Of the two, the Central Pacific had far the harder task, and after four years of work, in 1866 they had pushed their track to Alta, 70 miles east of Sacramento and 5,625 feet up among the mountains. In two more months they had progressed a further 23 miles and up 2,286 feet to the peaks of the range.

Starting from the east, the Union Pacific in the same period laid 247 miles of track over the plains.

Both companies had a continuous battle to obtain finance. Not only did the investing public lack confidence in obtaining any return from the completed railway, but the labouring staff

insisted on being paid daily before they would commence work.

At one stage the Union Pacific was forced to sell some of its material and carriage stock to enable it to pay its men.

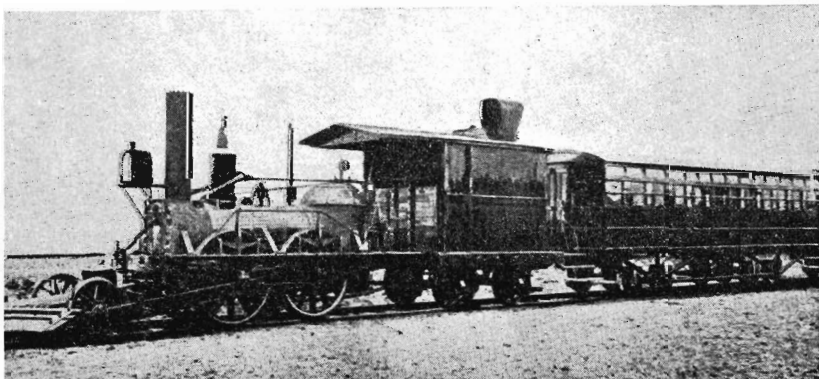
Money urgently needed for construction was often paid out as bribery to prevent work being held up by corrupt politicians. At other times Nature seemed determined to do her best to prevent further progress by the line.

Finding a Pass

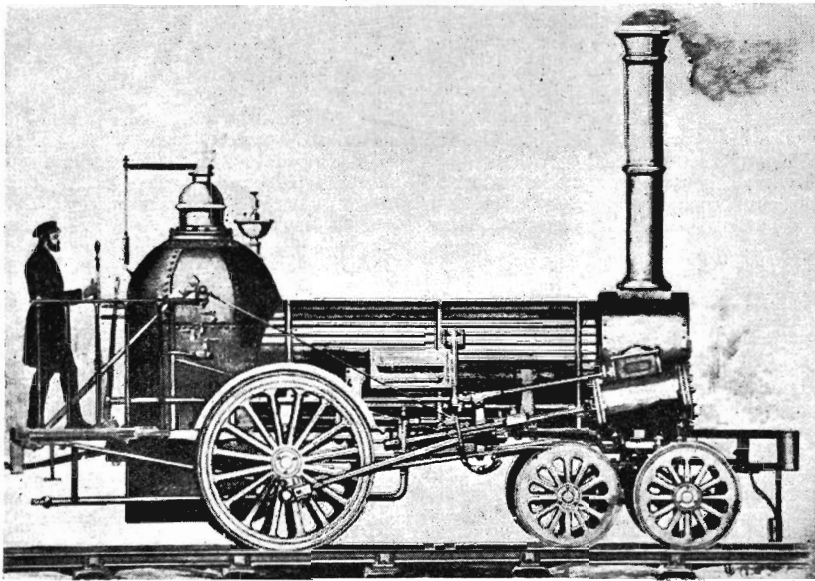
In South Wyoming territory a suitable pass could not be found to bring the track from the mountains to the plains.

Whilst out on a survey, General Dodge and a small party were attacked by Indians. Following well tried strategy he at once led his party to the top of a ridge to more easily beat off his attackers and at the same time escape. He found that the ridge not only took him back to the plain in a gentle slope but was the only suitable gap where a railway could be built.

To the Indians the railway was a natural enemy. They tried to stop the first locomotive with a rawhide lariat held by thirty braves at either end. When they picked themselves up they



The *John Bull*, built in England in 1831, with coaches built in 1836.



Washington, Norris's famous engine, showed that a locomotive could run up a grade.

vented their anger on the nearest station by burning it to the ground.

Later, as their knowledge of railroads increased, derailments of rolling stock became frequent with a corresponding deathroll of train crews.

Indian Raids

One case is recorded where the driver, fireman, head brakeman and conductor were killed by the Indians after a derailment. The assistant brakeman was shot in the back, scalped, and left for dead.

He recovered consciousness in time to hail the next train. A search at the wrecked train resulted in his scalp being found where it had been dropped in the search for booty. An obliging doctor stitched it back again, but there the brakeman's luck finished. It wouldn't grow.

Casualties inflicted by Indian raids were so numerous that the railroad companies refused to release the figures. Many track workers were returning to their homes rather than run the daily risk of death and torture at the hands of their savage attackers.

Union Pacific's veterans worked on the tracks with their rifles within easy reach, and with outposts of armed men protecting them from surprise attack.

Lynch Law

About 3,000 men lived at the head of the line in a canvas town popularly known as "Hell on Wheels". Frequented by gamblers and desperadoes whose one purpose in life was to relieve the rail workers of their pay, life in the little settlement was worse than that pictured in the most lurid novel. Only by application of lynch law were

murders kept down to the reasonable total of one a day.

By the time the line was finished "Hell on Wheels" had acquired the respectable name of Benton. It had a mayor, sheriff, three dance halls and 23 saloons.

The year 1868 saw the Union Pacific 522 miles from the finishing line and the Central Pacific 545 miles. Twenty-five thousand men and 6,000 waggon teams kept the work going at full speed, 600 tons of material being used daily.

Company Rivalry

As they drew nearer to each other the spirit of rivalry increased to fever heat. The Union men laid 6 miles of track in one day and were promptly beaten by the Central Pacific gangs who laid 7 miles. The Union crews retaliated by laying $7\frac{1}{2}$ miles of track.

Vice-President Durant of the Union Pacific bet the Central Company they could not lay 10 miles in a day's work from 7 a.m. to 7 p.m.

The challenge was accepted. Instead of the usual Chinese gang, a special team of eight Irishmen was selected to handle the rails. The names of the gallant eight were Michael Shay, Pat Joyce, Thomas Daly, Mike Kennedy, Fred McNamara, Ed Killeen, Mike Sullivan and George Wyatt.

By 1 o'clock, when 8 miles of road had been laid, the Irish hoisted the sign "Victory" and knocked off for lunch. By 7 o'clock they had laid 10 miles 200 feet of track.

Meeting of the Rails

Ten days after this record effort the rails of the two companies met at Monument Point, Utah, on May 10, 1869. Before a crowd of white, red, yellow, and black men whose status in society ranged from Senator to pan-handler, a golden spike was driven into a polished sleeper of Californian laurel, 39 years after the project had been first mooted.

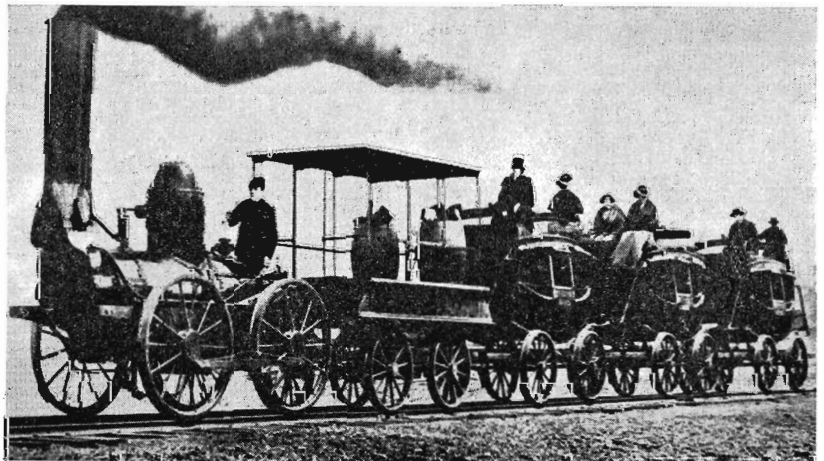
After the ceremony the spike was replaced by an ordinary iron one, and was later sent to the museum of the Wells Fargo Express Company in San Francisco.

The completion of the transcontinental railway reduced the time from the Eastern states to the Pacific Ocean to 7 days. Before its construction the "Overland" stage coach took a month, whilst the hard riding Pony Express got the mails through in 10 days, an amazing performance.

Today, with modern diesel-electric traction and new light-weight trains, the continent can be spanned in less than 55 hours.

* * *

The illustrations show some of America's early locomotives.



The De Witt Clinton hauled the first train in the State of New York; between Albany and Schenectady.



Mr. Timewell

[Secretary Retires

MR. J. L. TIMEWELL, who retired recently as Secretary for Railways, began his departmental career in February 1908, as a junior clerk at Melbourne Goods Sheds. He transferred to the Secretary's Branch about three months later, and, for the next 49 years, occupied positions in all sections of the branch. Among the important posts he held were: personal secretary to Mr. (later Sir Harold) Clapp, Commissioners' Secretary, Chief Clerk, Commissioners' Special Officer, and Commissioners' Representative (Transport Regulation).

Following the death of Mr. R. G. Wishart, in November 1955, Mr. Timewell became Acting Secretary and his appointment as Secretary for Railways was confirmed a few months later.

His Successor

THE 17th appointee to the office of Secretary for Railways, Mr. P. Farnan, joined the service in 1910.

A wide experience in the Rolling Stock Branch included service in both country and metropolitan areas, and Mr. Farnan occupied a senior position of responsibility during the difficult administrative times of the 1930 depression.

Since 1937 he has served in the Secretary's Branch in practically all phases of staff work. During the second world war Mr. Farnan was intimately associated with the involved departmental man power decisions connected with the release of staff for war service.

On two occasions in recent years he organized, and directed, overseas recruiting campaigns for the department. He visited the United Kingdom and several countries on the Continent to recruit, and select, migrants suitable as railwaymen in a variety of grades.

As a young railwayman, Mr. Farnan played senior football and cricket. Later, his knowledge of the game and his ability as an administrator were used to good purpose by the South Melbourne Football Club and the Victorian Football League of which he is a life member.

Staff Board Chairman

MR. L. G. DAVID, who succeeds Mr. P. Farnan as Chairman of the Staff Board, began his railway career as a junior clerk in 1911. In the Rolling Stock Branch he served

in several country areas and the Head Office, until he was transferred to the Secretary's Branch during 1923. This period was broken by service in the first world war with the Australian Flying Corps, while during World War 2, Mr. David was loaned to the Manpower Directorate where he was in charge of the Government Department Section.

Mr. David's experience in the Secretary's Branch has been mainly on staff work, including appointments as Member of the Board of Discipline, Industrial Advocate, and Chairman of the Classification Committees. He leaves his desk as a Member of the Staff Board to succeed Mr. Farnan as Chairman.

Part of Mr. David's leisure time is spent playing bowls with the Heidelberg Club.

Member Of The Staff Board

MR. E. P. ROGAN, who has been Industrial Advocate since 1952, has become a Member of the Staff Board. He began his departmental career in the Transportation Branch in 1925 and, shortly afterwards, was transferred to the Rolling Stock Branch. Mr. Rogan, who is a Bachelor of Commerce of Melbourne University, was selected for transfer to the Secretary's Branch in 1933 and has had a wide experience in staff and industrial work. Tennis and bowls are his chief recreation.

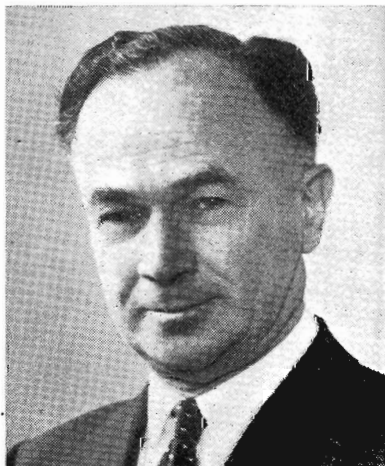
New Chief Clerk

MR. P. W. SMITH, who has retired as Chief Clerk of the Accountancy Branch, has been succeeded by Mr. V. F. Brennan.

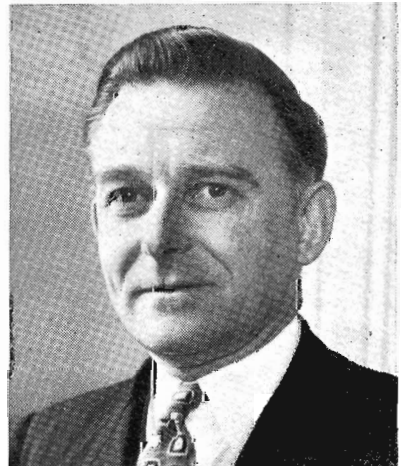
Mr. Smith joined the Transportation Branch in 1908 and a year later was transferred to the Accountancy Branch. After experience as Internal Auditor, Accounting Officer at various locations,



Mr. Farnan



Mr. David



Mr. Rogan



Mr. Smith



Mr. Brennan

and Assistant Bookkeeper he became Chief Clerk in 1938. During retirement, he hopes to travel in Australia and the Pacific area.

Mr. Brennan started in the Accountancy Branch in 1913, and seven years later was transferred to the Refreshment Services Branch. With the advent of District Accounting, in 1932, he was transferred back to the Accountancy Branch. After a short period in the Ballarat Accounting Office, Mr. Brennan was for seventeen years Accounting Officer at the State Coal Mine. Prior to his new appointment he was Inspector of Accounts.

Top Apprentices

SINCE 1951, annual awards have been made by the Apprenticeship Commission to the outstanding apprentices in each trade. These awards take the form of a specially mounted medalion, and they are presented during Apprenticeship Week.

Two railway apprentices feature in the awards made recently for the year 1956. They are Apprentice Electrical Mechanic D. L. Cracknell, Overhead Depot, Jolimont, and Apprentice Moulder G. A. Chamings, Newport Workshops, who were selected as the outstanding apprentices in their respective trades for the year 1956.

Donald Cracknell is now in his fifth year. He won a first Commissioners' Prize in each of his first two years, a second in his third year, and another first in his fourth year. He has also

completed the 3-year armature winders course at the Royal Melbourne Technical College. Donald plays cricket in the Essendon-Flemington B Grade section of the Protestant Churches Association. His batting average last season was 20; for the season before it was 50. Don's father is a clerk at the Victorian Government Tourist Bureau.

George Chamings is also in his fifth year and has won Commissioners' Prizes: first in his first and second years, and a second in his third year. George plays football for Ascot Vale in the Essendon district competition, and cricket for Altona A.N.A.

Indicative of the careful consideration given to the lad's future by the Selection Board is the fact that George Chamings picked carpentry and joinery as his first preference. He was, however, selected for moulding. Now that he is doing so well, he wants to continue with a course in mechanical engineering.

Bendigo Prize Winners

BENDIGO apprentices have also been in the news, three of them winning prizes at the Bendigo School of Mines. They are: Apprentice Fitter and Turner R. Lindsay, and Apprentice Car Builders N. Washington and T. O'Dea.

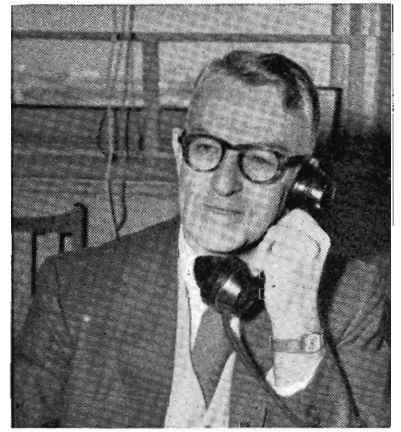
In addition to gaining a prize, Russell Lindsay was selected as the outstanding apprentice, from all trades. Russell has won a number of Departmental and Bendigo School of Mines prizes. Swimming and tennis keep him fit, and his skill with the piano accordion and singing and elocutionary ability provide him with a full round of social engagements when he has time to spare from his studies. Russell's father—now retired—was a fitter and turner at Bendigo Locomotive Depot.

Neal Washington is keenly interested in music. He collects gramophone records, and has been learning the piano and organ for several years. He is a member of the Royal Lifesaving Club of Australia and holder of a bronze medalion. Neal does a lot of competitive swimming and is also interested in furniture making. His father was, for 20 years, at Bendigo North Workshops.

Tom O'Dea is also a member of the Royal Lifesaving Club of Australia, and of the National Fitness Movement as well. He, too, does a lot of competitive swimming. This year he obtained his 3rd year first aid certificate. He is also a philatelist. Tom's father is a fitter and turner in the Department.

Estate Office Changes

MR. F. R. Pritchard, who recently retired as Estate Officer, began his railway career by joining the Railway Construction Branch in 1912, after serving articles with a Land and Mining Surveyor. On return from service with the A.I.F. Field Artillery he was transferred to the Way and Works Branch and became a Lands Officer in



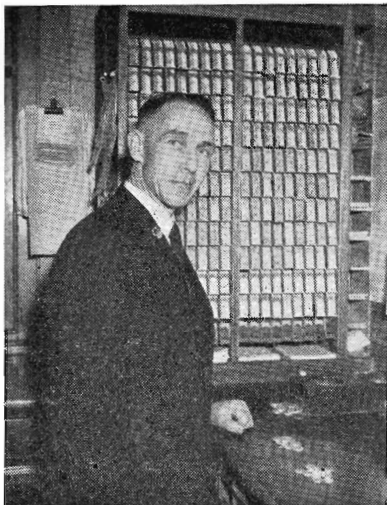
Mr. Dundas

1922, Assistant Estate Officer in 1935 and Estate Officer eleven years later. Mr. Pritchard has the unusual distinction of being the fourth generation of railway officers. His father was an engineer in the Department in the 'eighties, his grandfather superintended the building of Victoria's first railway, and his great-grandfather built one of the first railways in England.

The new Estate Officer, Mr. A. I. H. Dundas, joined the Department in 1923 and, after appointment two years later as Lands Officer's Assistant, passed through various grades to become Estate Officer (Assistant) in 1947. A returned soldier of the first world war, Mr. Dundas was O.C. of a survey battery with the R.A.A. in the 1939 war. He is a Fellow of the Commonwealth Institute of Valuers.



Stationmaster W. C. McConnell came to Bairnsdale from Yarrowonga about 12 months ago. Previously he had spent some time at Orbst, so he is no stranger to the district. Mr. McConnell is a member of Bairnsdale Bowling Club and, like many other railwaymen there, of Bairnsdale Angling Club. He has his own boat, with motor. In his younger days he played with Coburg Line in the Suburban Lines Football Competition.



Mr. Peters

Neat And Tidy

COMMENTED on by the Commissioners as one of the tidiest and best kept stations, Newmarket is under the control of Stationmaster J. H. Peters, who has been there for about three years. Mr. Peters started in the Department in 1927, at Blackburn, and returned there later as A.S.M. He played football and tennis at Blackburn for about 10 years, captaining the tennis team. He also played railway football with Heidelberg Line team for five or six years, as rover and forward. Whilst located at Jung, he was in the local tennis team which made history by taking a premiership. At present, Mr. Peters is coaching his 12-year-old son in football.

Talented Actor

ACCOUNTANCY BRANCH clerk, Mr. Alex Varadi, has developed his love of music and the theatre since he arrived in Australia about eight years ago. He has now finished his third play with the top "Little Theatre" group, for which he received very favourable Press notices. This was "As Long as They are Happy" in which he played the part of a psychiatrist. Mr. Varadi was born in Roumania of Yugoslav parents. He was studying at the French Institute in Bucharest when war broke out. When the Russians occupied Roumania, Mr. Varadi returned to Yugoslavia and served for a year with the Tito army. Eventually he made his way to the American Zone in Austria. At Salzburg, he worked for I.R.O. on secretarial and interpreting work. Mr. Varadi had been a member of an amateur company pre-war, and had performed in Shakespearean plays, which are very popular on the Continent. In Salzburg he joined a dramatic club and did a fair amount of play reading. Coming to Australia under a Commonwealth agreement, he later worked in various occupations until July 1951 when he

joined the Department. Now he is quite settled down and enjoys his work and the many friendships that he has made. Although he spoke seven European languages fluently, Mr. Varadi found that he had to improve his knowledge of English to enable him to appear successfully on the stage. Today, his English vocabulary is excellent and he speaks with just a trace of accent. Mr. Varadi's love of music finds expression in the piano and recorder (an instrument like a flute), both of which he plays.



Mrs. Welling

Supervises Buffet Car

WHEN Mrs. Margareta Welling joined the Department in 1952, she could not speak any English. Coming from Germany, she first worked in a canning factory for about 10 weeks. When the factory closed at the end of

the season, she looked for another job. Whilst talking with a German friend at Tottenham, a German boy overheard them and joined in. On learning that he was planning to bring out his wife they said he was unwise as there were no jobs here. He replied that two girls were wanted at the Railway Hostel. They immediately applied and were taken on. Later in the year, Mrs. Welling was appointed counter hand in the Bairnsdale line buffet car. Within two years, she became supervisor of the car. She is very pleased with her job. Her husband is also in the Department, as second cook at the Dining Car Depot. They have bought a block of land at Blackburn, and Mr. Welling is helping build their house there.

Master Magician

INTERESTED in magic for as long as he can remember, Mr. E. B. Leonard, Exchange Mechanic-in-Charge, of the Railway telephone exchange, is a foundation member of the Australian Society of Magicians. He was recently made a life member. Last year he was a judge for the Levante shield, competed for annually by Victorian magicians.

In 1940, Mr. Leonard joined a concert party entertaining troops. After VE Day, it changed its name to "680" Varieties, because it had then given that number of performances, before troops of six different nationalities. Since 1948 the party has concentrated on entertainment for charities, and averages four or five shows a month.

Mr. Leonard took over management of the party in 1942. In his back yard



Mr. Varadi (centre) in a scene from *All for Mary*, in which he had the part of a French valet de chambre.

is his own theatre, complete with kitchen and supper room, used for rehearsals.

Among the 30 members of the party are two other railwaymen: Don Bell of Jolimont, and Norm Whitham of Newport 'Shops'. Personnel changes as some members reach professional status and leave for overseas. The party has brought out some outstanding performers. One, who joined as a youngster, was Rob Murray, whose Legacy "father" was Mr. N. C. Harris, former Chairman of Commissioners. Rob has since toured the world and is now a highly paid artist in U.S.A.



Mr. Timms

Rolling Stone

NOT content with all the travelling he has done whilst on the job, Driver-in-Charge A. M. Timms, of Bairnsdale, likes travelling by ship whenever he gets the opportunity. He has been to New Zealand twice as well as to Fiji and Tasmania. He has travelled as far as Perth and Cairns, both by ship and train. His departmental career has taken him all over the State, including a well-remembered period at Port Melbourne during the days of suburban steam trains which he liked very much. Mr. Timms is a member of the Railwaymen's Social Club. He was at Colac when the V.R.I. opened there, and he is anxious to see one started at Bairnsdale.

Thanks

FOR "the courtesy and service given by the station staff and train crew on the occasion of our picnic to Queenscliff."

—G.F.G. Dean, Hon. Secretary, Geelong and District United Friendly Societies' Association

"It gives me great pleasure to write commending the services of the present Stationmaster, Mr. McMahon. During my ten years here he has been most obliging. Mr. Ryan, of Warracknabeal, was another good man. During these times of complaints we feel that a little time should be taken off to give praise where due."

—S. M. Jones, Authorized Newsagent, Trafalgar

From the organizers of the Zoo excursion train from Avoca, for "the efficient and smooth organization behind the train which made our task a very simple one. All travellers voted the trip a great success, and many expressed a wish for more similar excursions."

—V. W. Clarke, High Street, Avoca

Calling Philatelists

A Belgian railwayman is seeking to get in touch with an Australian philatelist who would be prepared to swap stamps with him. In a letter he says:

"I'm 35, a railway clerk, and stamp collector of British Commonwealth. I want stamps of reigns from King George VI and Queen Elizabeth, from your side of the world. In exchange I can give Belgian, French, German or Swiss stamps, also British colonials from this side.

"Of course I don't want only someone to send me a bundle of stamps without a word. I'd like to have a friendly correspondence with an Australian railwayman, to talk about our job and our way of life in our mutual countries."

The writer is Mr. P. Bastin, 39 Rue des Bouveleurs, Marcinelle, Belgium.

Man Of Service

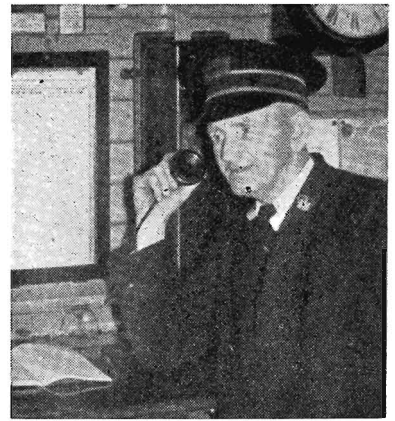
MR. R. E. FRICKER, who retired as S.M. at Upper Ferntree Gully, was the model for the stationmaster depicted on the *Men of Service* poster issued by the Department in 1953. Mr. Fricker joined the railways in 1907 and, after service overseas in the first world war, passed through various grades to become a stationmaster. For several years he was a Traffic Inspector at Geelong.

Newport Identity

GREAT help to many workmates who sought his knowledge when faced with a difficult job, Blacksmith's Striker W. Clifford retired recently. He originally came from Kangaroo Flat, and joined the Department after the first world war. He served with the 7th Battalion at Gallipoli and in France, and was one of the last to leave Anzac Beach.

Warburton Farewell

MEMBERS of Warburton railway staff arranged a social evening, recently, to bid farewell to their stationmaster, Mr. J. Hosken, who had retired after 47 years' service. Railwaymen from Croydon, Lilydale and Woodend, and A.R.U. representatives also attended. Star turn of the evening, judging by the applause, was "Little Grey Home in the West", sung by Mr. Hosken. Speakers complimented Mr. Hosken on his long and faithful service, and presented him with a rosewood standard lamp.



Stationmaster W. G. Port, of McKinnon, answers one of his last telephone calls before retirement. Mr. Port had 49 years' service, 25 of which were in the McKinnon district; he was S.M. at Moorabbin for 19 years and at McKinnon for six years.

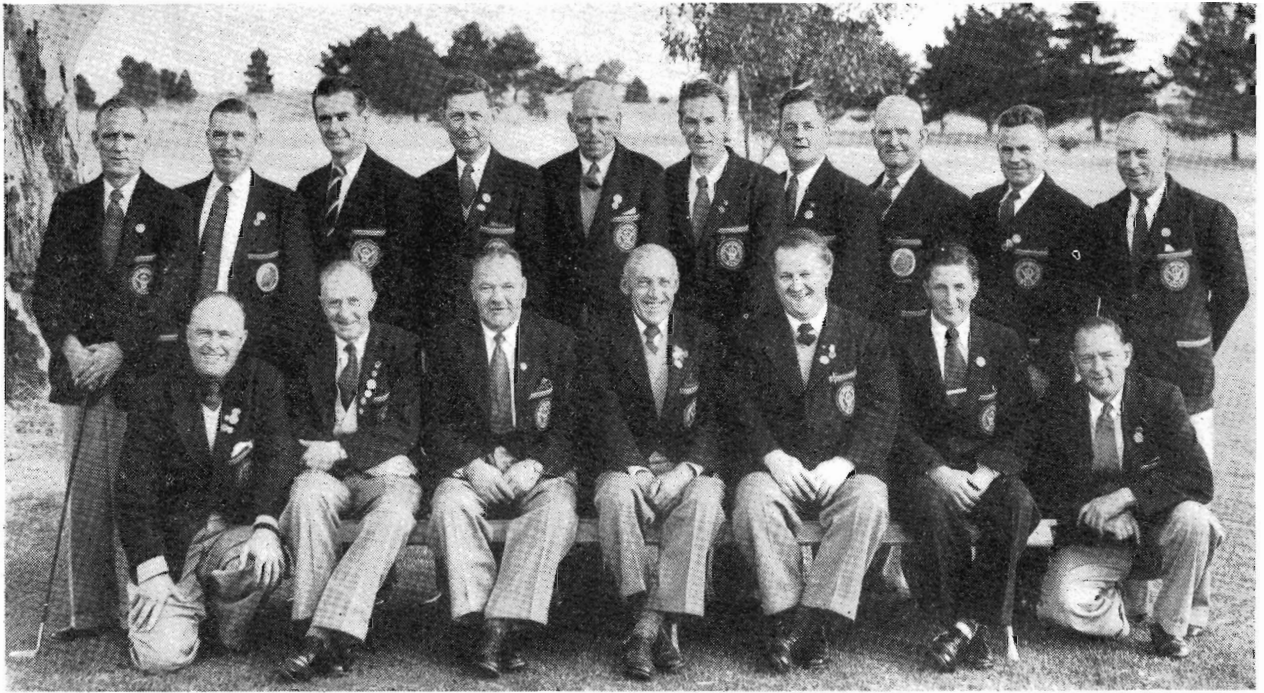
32 Years Unbroken

THIRTY-TWO years without a day's sick leave is the record of Foreman Baker D. P. Oliver, now retired after 36½ years in the Departmental bakery. He began there in 1921 as First Cook, after World War 1 service in which he was awarded the D.C.M., M.M. and bar. Gardening and fishing, Mr. Oliver says, will occupy much of his spare time in retirement.

POSTERS



This poster, displayed at all suburban stations and in the country, was designed to drive home the comforts of rail travel.



Victorian team and officials at the interstate golf carnival, Adelaide. *Front row* (l. to r.): Messrs. L. Barlow, K. Mackenzie (Council Representative), F. Findlay (President, V.R.I. Golf Club), M. Lynn (Captain), G. Perkins (Manager), B. Mack, L. Chibnall. *Back row*: H. Fletcher, G. Tolliday, B. Gaffy, J. Roche, J. Morrison, J. Knight, R. Walker, J. McCarthy, E. Coughlin, F. Neilson.

SPORTS

Interstate Golf

MORE than 100 golfers from Queensland, New South Wales, Victoria, and South Australia took part in the inter-system golf carnival held in Adelaide. The contests for the teams championship (trophies being the Commissioners' Shield and Tintara Cup) provided some of the most exciting finishes seen for years.

In the first round South Australia defeated Queensland 6 matches to 5 and Victoria eliminated N.S.W. 7 to 4. The final between Victoria and South Australia was keenly contested. With the scores at 5 all, Len Barlow (Vic.), who was level with his opponent at the 18th hole, sank a 40-foot putt on the 19th green to win his match and the championship for Victoria.

Some good golf was also seen in the singles. R. Williamson (S.A.) took the "A" grade championship with a score of 121 for the 27 holes. Two Victorians, B. Mack and H. Fletcher, were only two strokes behind the winner. Another South Australian, F. Davies, won the "B" grade championship.

Wimmera Bowls Championships

THE first Wimmera V.R.I. Bowling Championships were held at Dimboola in May. Dimboola were the hosts to bowlers from Ararat,

Donald, Hopetoun, Kaniva, Serviceton and other parts of the Wimmera. Altogether 14 rinks (56 players) took part, on greens made available by the Dimboola Bowling Club.

The President of the Dimboola V.R.I. centre, Mr. S. Abbott, put down the first jack, and the secretary, Mr. B. Ramage, delivered the first bowl. The trophy, a cup presented by the V.R.I. Council for perpetual competition, was won by Dimboola. At a social held in the local Institute, it was agreed that the fixture should be an annual one.

Father Time

LAATEST V.R. man to be elected to an important position in League football administration is Mr. H. D. Bernard, senior clerk, Public Relations and Betterment Board. He is now President of the V.F.L. Timekeepers' Association. Mr. Bernard has been timekeeping for South Melbourne Football Club for 14 years, the first 10 as deputy. He is also Assistant Returning Officer at the Club's annual elections.

Discussing timekeeping, Mr. Bernard said that the 120,000 spectators at League games each week never worry about the timekeepers, except in a tense, nerve-tingling finish. Then anxious eyes turn to the timekeepers, some barrackers fervently hoping for the final siren to sound; others praying, literally, for a few more precious seconds for their team to make up the leeway.

Tennis

A 17-year-old player of the District Engineer's Office, Ballarat, B. Cheatley, defeated T. Sedmak, in a spectacular match, to win the Singles Championship of the V.R.I. Tennis Associations' competitions. It is noteworthy that in League football Mr. Cheatley made Footscray's final list.

In "A" grade, for Dunkling Shield, Rolling Stock (T. Sedmak, M. Harford, D. Bicknell, R. Bell), defeated Northern Lines, 75 games to 35. In the "B" grade (Pimms Cup) Rolling Stock (R. Perry, J. Poyner, N. De Pomeroy and A. Cameron), defeated Spotswood Workshops, 74 games to 53.



Mr. J. W. Hamilton, who operates the new gantry at Bairnsdale, is the one cricketer among the rail staff there. He plays for Wy Yung club. Formerly he played football as well.

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST



1957



THE MONTH'S REVIEW

Standard Gauge

FIRST major preliminary step towards a standard gauge railway from Wodonga to Melbourne was the recent acceptance of tenders for altimetric survey, and preparation of cross-section drawings of railway property, etc., between Melbourne and Albury, and for an air survey.

Eight tenders were received for the ground survey section of the work, and three for the air survey project. Successful tenderers were Utah Australia Ltd. and Air Surveys (Aust.) respectively.

The proposed line, which would cost approximately £10 million, will give a through run on standard gauge between the Eastern Australian Capitals—Brisbane, Sydney and Melbourne.

A summary of the rail standardization project was published in June issue of *News Letter*.

French Viewpoint

RELIABLE economic research shows that, to transport one ton one mile, the motor truck requires four times more labour, five times more investment expense, and three times more power than the railway.

This statement comes from a recent article on "The Rail and Road" by M. Roger Sommeville, Technical Expert of French National Railways.

The parallel running and direct competition between the railway and the road is therefore a waste and an economic error, M. Sommeville continues. Without a doubt, the railway presents considerable advantages. It was established to stand very heavy loads, and to haul with the best yield under conditions of speed and safety that are inherent in its nature.

Venezuela, a country rich in petrol, mining and agricultural resources, is, through her geographical position, open to the heavy importation of road material from U.S.A. Venezuela thought she could answer, by means of the road, the ever-increasing demand for transportation, to meet her recent and vast development. This was carried out, following particularly the technique of the more modern road. Despite the very heavy financial effort which this road construction, and the importation of a great number of vehicles and road equipment represented, the country came to realize that the means of transportation which she had established was unable to meet the requirements of the economic life of the country. Therefore, the Government of Venezuela decided to build great railway lines.

Two North American companies had to solve the problem of conveying very large tonnages (several tens of thousands of tons per day) of iron ore from the famous mines of Cerro Bolivar to the

Orinoco River, about 45 miles from one mine and 100 miles from the other. The technicians themselves, who in Venezuela had been the champions of the road, solved this problem of transportation by building two railway lines for their own use. As a result, a traffic of 45,000 tons per day with only three trains became possible.

It seems difficult to give a better illustration of the immense economic possibilities of the railroad, M. Sommeville adds.

Fragrant Weed

TOBACCO from the Ovens Valley was railed to Melbourne recently to be graded and sold. This season's crop was valued at about £350,000. Dispatching stations were Eurobin, Ovens, Myrtleford, Gapsted, Bowman and Everton. The tobacco leaf was carried in specially selected rain-proof wooden floor louvre trucks, each of which accommodates about 14,000 lb. of tobacco leaf, valued at approximately £7,000. In all, 52 truckloads were railed over a 3-week period.

Moving The Sheep

FIVE special live-stock trains had to be scheduled recently to transport 32,600 sheep from a special sale at Yelta. They went to various destinations in Victoria and South Australia. This all-time record yarding at Yelta sale yards was due to last year's floods having prevented the culling of flocks.

Praise for Spirit

IN a recent issue of *The Engineer*, London, appears an article on "Passenger Train Service, Melbourne-Sydney", in which the writer details some of the interesting features of both the trains and the track, as well as describing some of his experiences on the journey. Writing of *Spirit of Progress*, he says: "The journey was rendered the more notable by the comfort of the train, the excellence of the cuisine in the restaurant car, and the outstanding courtesy of the personnel."

Holiday Train Tour

BIGGEST post-war trip for the Holiday Train Association was run during the Queen's Birthday holiday week-end, when three full days were spent at Mildura. Hauled by a diesel-electric locomotive, the train included sleeping cars, the lounge-equipped *Norman* car, and the *Goulburn* car which has shower and lounge facilities. The sleeping cars were included in the train for the first time since pre-war days.

The tourists slept in their luxury home on wheels, and were provided with meals at leading Mildura hotels.

Special motor and paddle steamer tours were made.

The Holiday Train Association was formed nearly a quarter of a century ago. It was modelled on the Brotherhood of Resonians. These two associations stemmed from the good fellowship that arose on special railway tours. Membership of the association is confined to those who have travelled on a holiday train or a Reso train, respectively. Nominal membership fees are paid, and meetings and re-unions held.

Comment from U.S.A.

IN thanking Mr. A. W. Cobham, Claims Agent, for some V.R. time-tables, Mr. H. M. Lightfoot, Chairman of Nicholas Pty. Ltd., passed on the comments of his New York friend for whom the time-tables were obtained. He said: "I took the time-tables home and spent the last two days studying them. They were really most interesting to me. It seems that you must have a very fine railroad system. The service—particularly suburban, I think, must be considerably better, and used more, than that in this country."

Saddle-back Rails

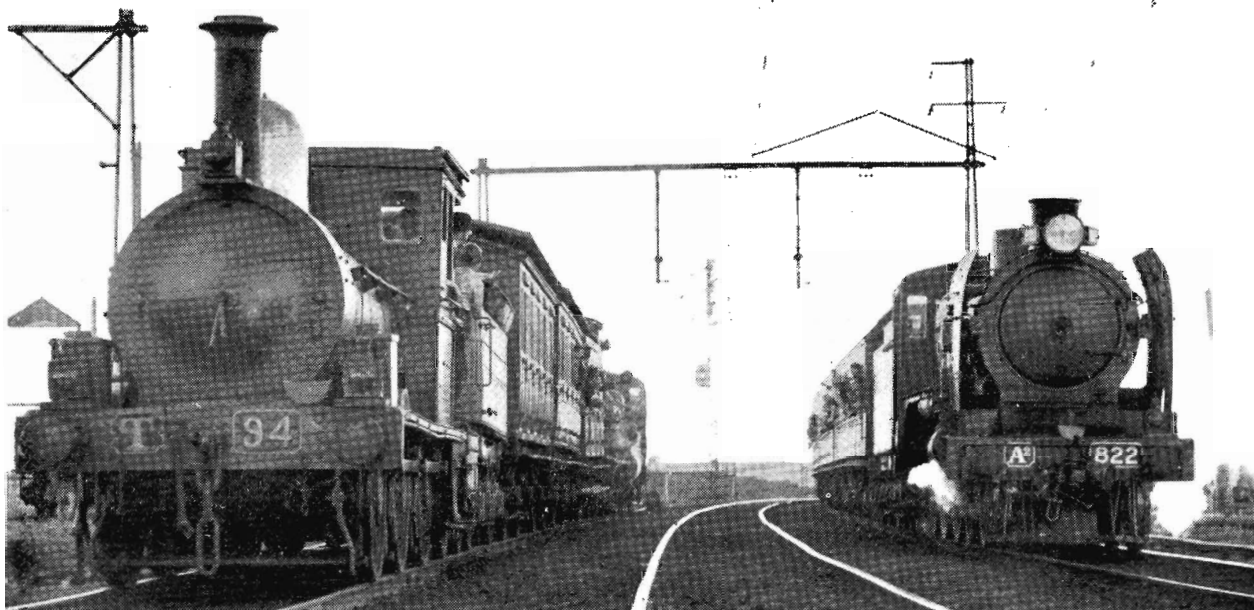
WHEN a concrete track was recently laid through the interior of Newport Workshops, some sections of saddle-back rail were found when the old track near the tool room was taken up. This type of rail, known as Barlow, was used in sections of the original Geelong line, laid a hundred years ago. It was designed to dispense with sleepers and chairs, the rail being laid directly on the ballast, but was found unsuitable for either high speed or heavy traffic. The track at the Workshops was laid on sleepers. A photograph of Barlow rail was published in *News Letter* of June last.

FRONT COVER

Geelong line centenary celebrations were given appropriate atmosphere by members of the Australian Railway Historical Society who dressed in period costume. "Driver" of the vintage train is Mr. A. C. Harradence, Safeworking Instructor at the V.R.I.

The vintage train consisted of Locomotive T 94 (built by Phoenix Foundry, Ballarat, 1884) and carriages 40 X (Brown and Marshall, Birmingham, 1883), 309 Y (W. Williams, Melbourne, 1886), and 69 YZ (Newport Workshops, 1886).

Photo: *Sun News-Pictorial*



Two trains arranged for the Geelong line centenary: the "vintage train" (left) and the special which ran to Geelong

RAIL FANS

CELEBRATION of the Geelong line centenary was one of the spectacular achievements of the Victorian Division of the Australian Railway Historical Society. Most of its activities, however, do not come so prominently under public notice.

The Society was formed in Sydney in 1933, and all who are interested in railways can join. There are branches in Victoria and South Australia. Membership of the Victorian Division is 125, of whom only a handful are railwaymen. The others are true "rail fans" whose hobby is the study of railway history.

Objects of the Society are, briefly, interesting itself in the railways of Australia generally—particularly in the compilation and preservation of historical records—and research into their historical background. Meetings are held monthly at the Victorian Railways Institute. In addition, excursions are made by special train, generally over lines with an interesting history. The Society also maintains a library, and Sydney headquarters publishes a monthly bulletin.

Interest in the Society is growing as evidenced by a 30% increase in membership last year accompanied by a 50% rise in attendance at meetings. The present secretary is Mr. M. C. G. Schrader, 31 Pine Avenue, Camberwell, E6.



Cr. A. L. Blackwell, Mayor of Geelong (centre left), unveiling the commemorative plaque at Geelong station. He was watched by Mr. R. T. Sloggett, President of the Australian Railway Historical Society (Victorian Division), and members of the society in period costume.

DEVELOPING DYNON

TRAFFIC congestion was greatly relieved early last year as North Dynon was brought into full use, and a large proportion of the traffic from and to New South Wales was transferred to it from the Melbourne Yard. Further building is still in hand at South Dynon, which will be used to handle inward traffic from New South Wales.



Loading steel freight container onto specially fitted flat truck.

DURING the Second World War, a depot for emergency handling of interstate traffic was established by the Commonwealth Government on railway land between Dynon Road and South Kensington station. It was constructed as an insurance against war damage to established terminals and it was used by the Allied forces as a depot.

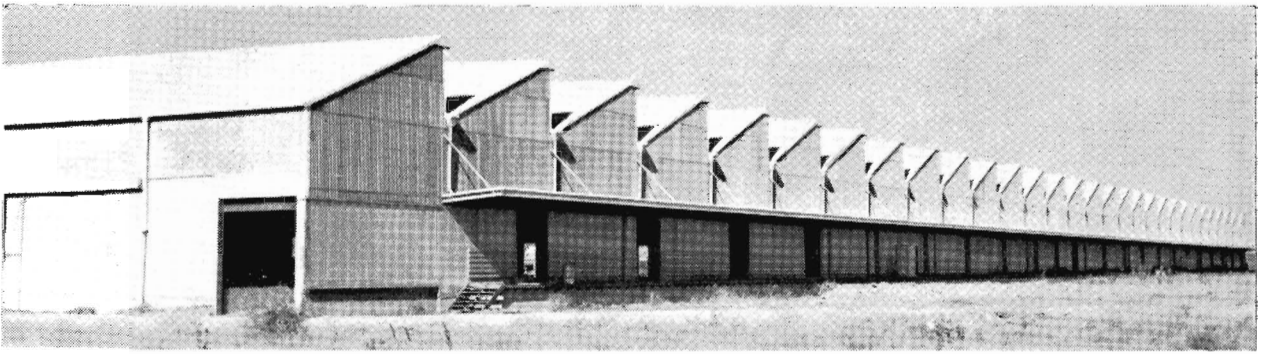
After the war, some use of the facilities was made for handling portion of the interstate traffic and, after purchase by the Department in 1949, arrangements were made to alter the sidings and add suitable sheds, platforms, roads, cranes, etc., for railway requirements. The main shed built there is 1,140 feet long and 77 feet wide.

This yard, now known as North Dynon, was brought into full use early in 1955, when a large proportion of the traffic from and to New South Wales, including heavy traffic requiring crane power, was transferred to it from Melbourne Goods Yard. This has greatly relieved the congestion of traffic.

At South Dynon, a goods shed 880 feet long, 140 feet wide, and 26 feet 6 inches in height above rail level, has just been completed. It is of steel frame construction, roofed and walled with asbestos cement sheeting.

The corrugated roof is of the saw-tooth design. Three railway tracks will run through the middle of the building, serving two platforms 52 feet wide. On either side of the external wall is a 6-foot wide platform with a verandah roof 11 feet wide to protect merchandise being discharged from road vehicles. Thirty doors have been provided in the shed. Inwards merchandise traffic from New South Wales, now being handled at Montague Shipping Shed, will be dealt with at the new shed, leaving the Shipping Shed available exclusively for inward cargo. (South Dynon is expected to be in full operation this year.)

Handling of inward general merchandise from New South Wales, at



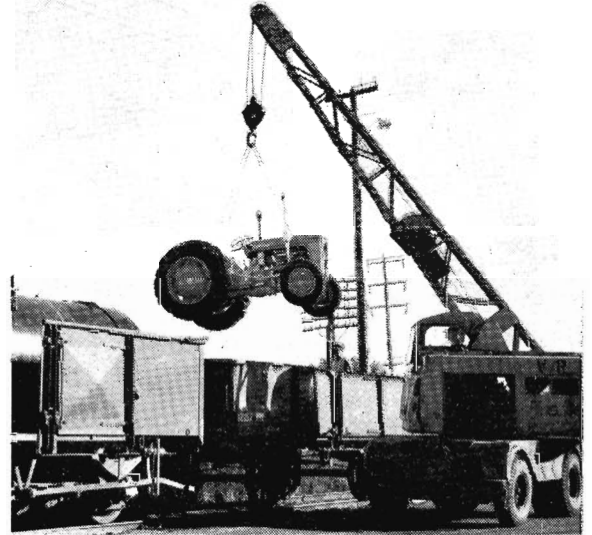
The new shed at South Dynon. Laying of trackwork has begun, and a contract has been let for construction of roadways.

the Shipping Shed involves forwarding trucks to Port Melbourne, via Flinders Street goods yard, thence to Montague Shed. On the other hand, traffic to South Dynon can be landed direct from the north-east line without entering the Melbourne marshalling yard—to give quicker delivery. Large tonnages of galvanised iron regularly received from New South Wales, and requiring protection from the weather, will be accommodated in the new shed at South Dynon.

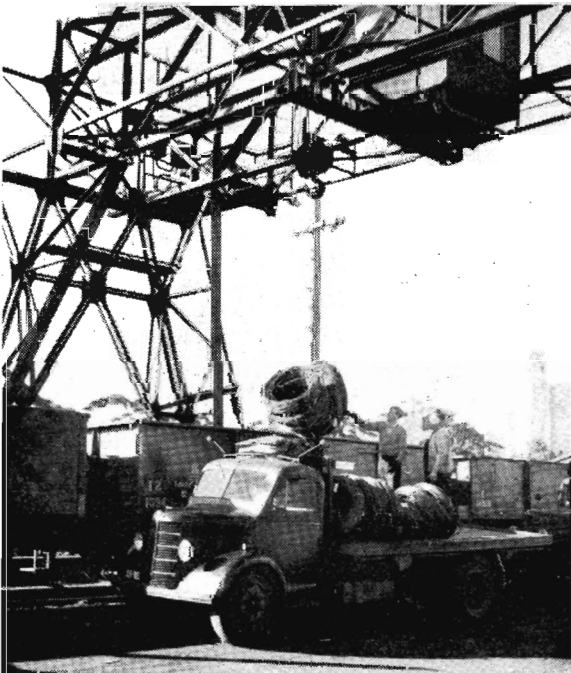
Inward traffic handled at Dynon consists of empty returns from the whole of the State; heavy loading, mostly of iron, steel and piping from N.S.W.; freight containers from N.S.W.; fruit from N.S.W. and Queensland; and paper consignments from Maryvale.

Outward traffic covers all goods for N.S.W. and Queensland, including freight containers; general goods for South Australia and Western Australia, via Serviceton; and general goods for north-eastern Victoria.

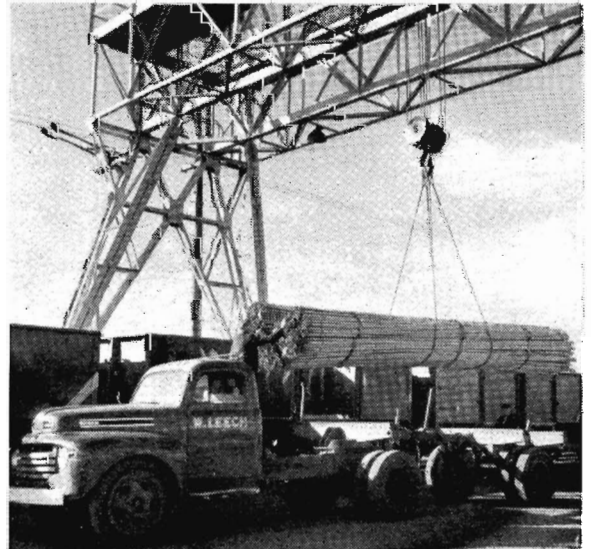
During 1955/56, Dynon handled 308,726 tons of inward traffic, and 240,453 tons of outward traffic.

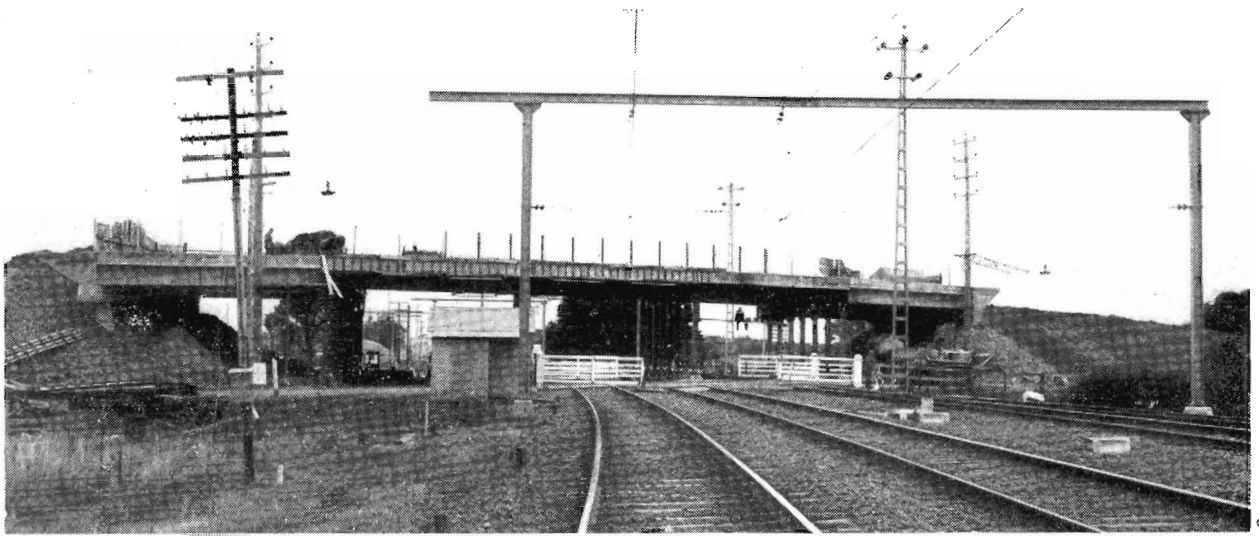


Mobile cranes, such as this one loading a tractor, facilitate the work of handling heavy goods.



For still heavier loads, a fleet of gantry cranes is available. These load or unload containers, steel, piping, wire, and similar goods.





Overpass at Frankston Road, Dandenong, nearing completion. When this picture was taken, the temporary level crossing was in use.

GRADE SEPARATION

THREE major level crossing abolition projects, for which the Victorian Railways are the constructing authority, are now being carried out. They are : Frankston Road, Dandenong ; Napier Street, Footscray ; and Nepean Highway and South Road, Moorabbin. Grade separation is being undertaken to eliminate hazards and traffic bottlenecks.



At left of picture are the temporary tracks at Napier Street, Footscray. These were being laid to permit work on the substructure to begin.

BESIDES the heavy rail traffic at Frankston Road, Dandenong, an estimated 4,500 road vehicles use the crossing daily. Both rail and road traffic here will undoubtedly increase substantially because of the rapid industrial development of the Dandenong district—where several large factories have already been established—and the continued expansion of the Latrobe Valley.

Considerable preliminary work had to be completed before construction of the overpass could begin and proceed without interruption. This involved re-locating essential services (such as gas, water, electricity and P.M.G. facilities), slewing of the Yarram track, diversion of Frankston Road, and installation of a temporary hand-worked gate-controlled crossing.

The reinforced concrete and steel structure for the overpass provides for a 4-lane highway, increasing the previous width of the roadway from 28 to 52 feet. A raised strip in the centre of the overpass will clearly define the two traffic lanes to Dandenong and the two to Frankston.

The overpass spans the existing three railway tracks—two to Gippsland and one to South Gippsland. Provision has been made for a fourth track to serve various factories in the vicinity. Access roads are being provided for houses and a factory facing Frankston Road.

The entire scheme should be in operation towards the end of the year; the first section was nearly ready for traffic when *News Letter* went to press.

Structural work at the crossing is being carried out by the Way and Works Branch, and the road work by the Shire of Dandenong in conjunction with the Country Roads Board.

At Napier Street, Footscray, preliminary work has begun. Temporary 'up' and 'down' tracks had to be laid to permit work on the substructure to begin. Simultaneously, excavations for road works began. Ultimately, the track will be restored to its original alignment, but will be regraded over Napier Street with a lift of about seven feet. Napier Street will be lowered.

Planning of the overpasses at Moorabbin is in hand. This is a work of some magnitude, the estimated cost being £437,000. It involves the construction of new station buildings and passenger platforms, and a footbridge to the station, as well as the bridges at Nepean Highway and South Road.

To carry the bridges across the railway lines, tracks will be dropped about 19 feet, but the existing level of the roadways will be practically unaltered. The work necessitates the shifting of 85,000 cubic yards of earth.

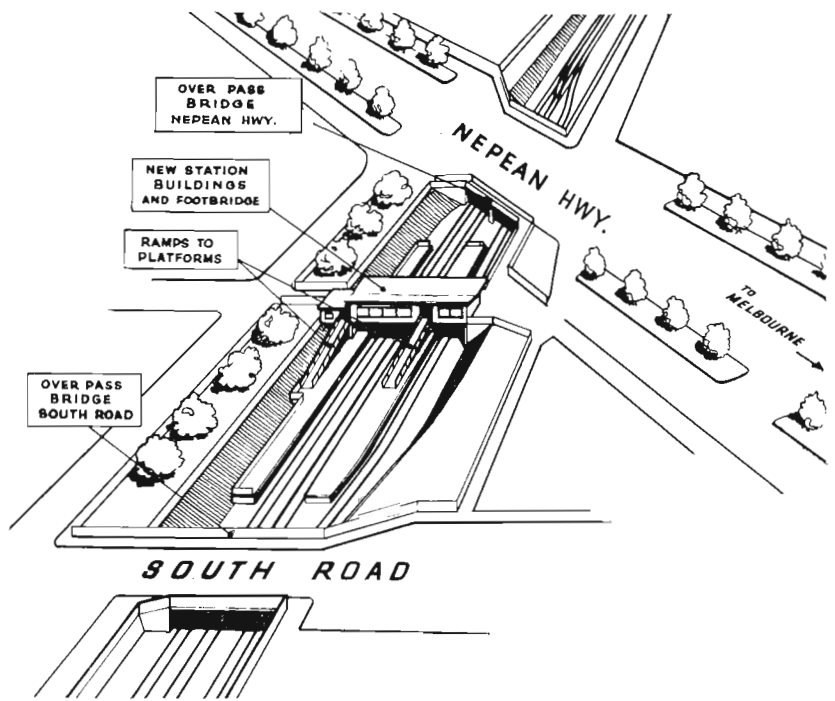
The bridge at Nepean Highway will be 71 feet wide and that at South Road 66 feet. Each will carry four lanes of traffic and two footways.

Facilities for terminating and starting trains will be provided at Moorabbin by a third platform and track which will fit in with the third track to be built at a later date between Caulfield and Moorabbin. In addition, room will be available for a fourth track and platform should they be required.

It will not be practicable to provide goods facilities at Moorabbin. The goods sheds have now been closed, but traders can use sidings at Sandringham, Middle Brighton and Glenhuntly.

To carry out the project at Moorabbin, temporary level crossings will be installed at Nepean Highway and South Road.

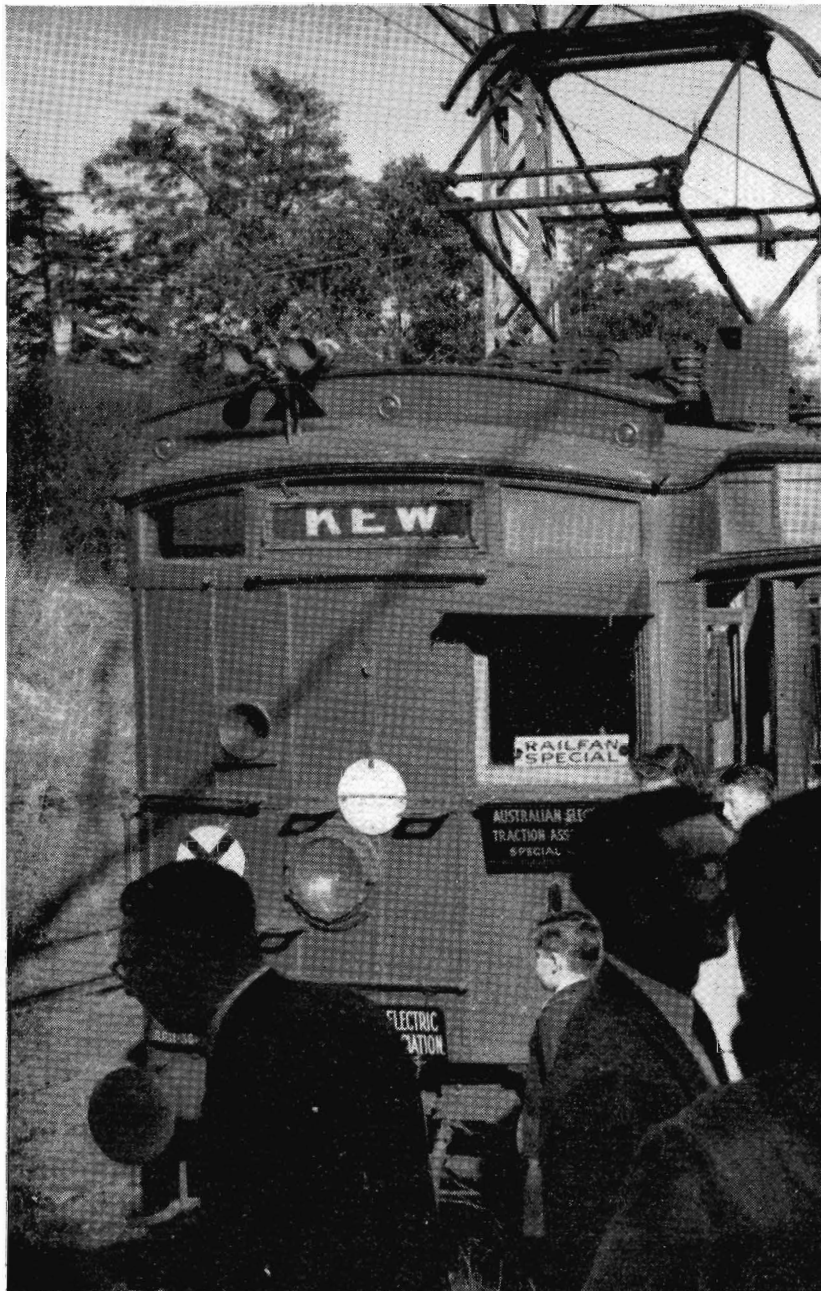
An early level crossing problem which was overcome with the opening of the Flinders Street Viaduct in 1891. Arrow shows the gate for the line along Flinders Street to Spencer Street. Photograph was taken about 1887, when the present Queen's Bridge was being built.



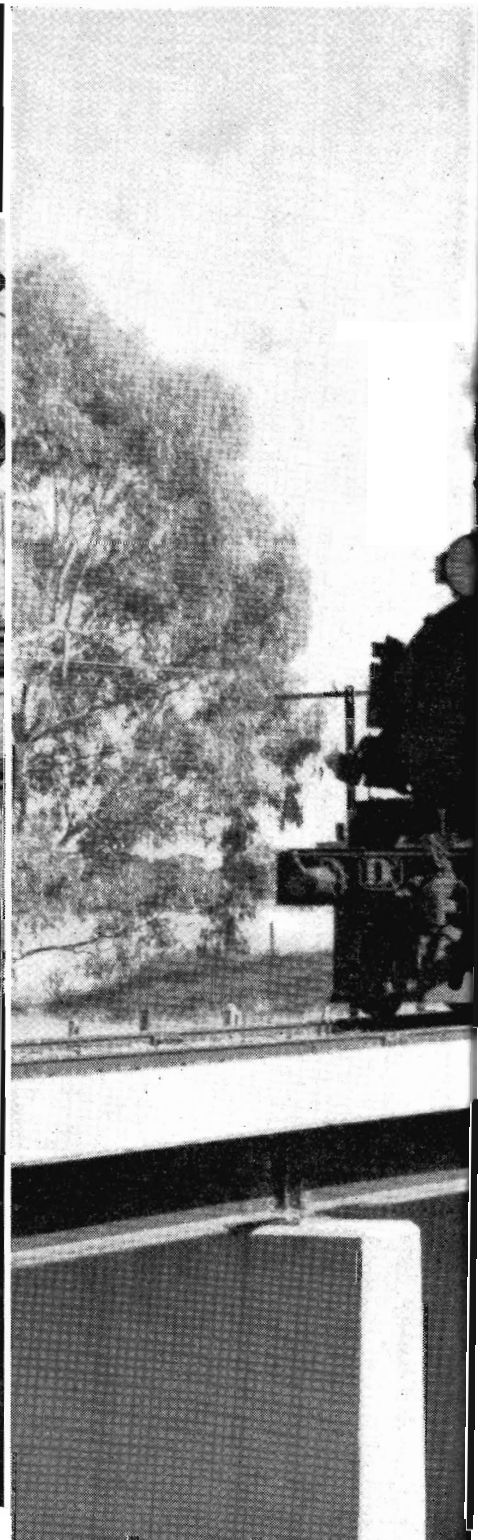
Sketch of the proposed works at Nepean Highway and South Road, Moorabbin.



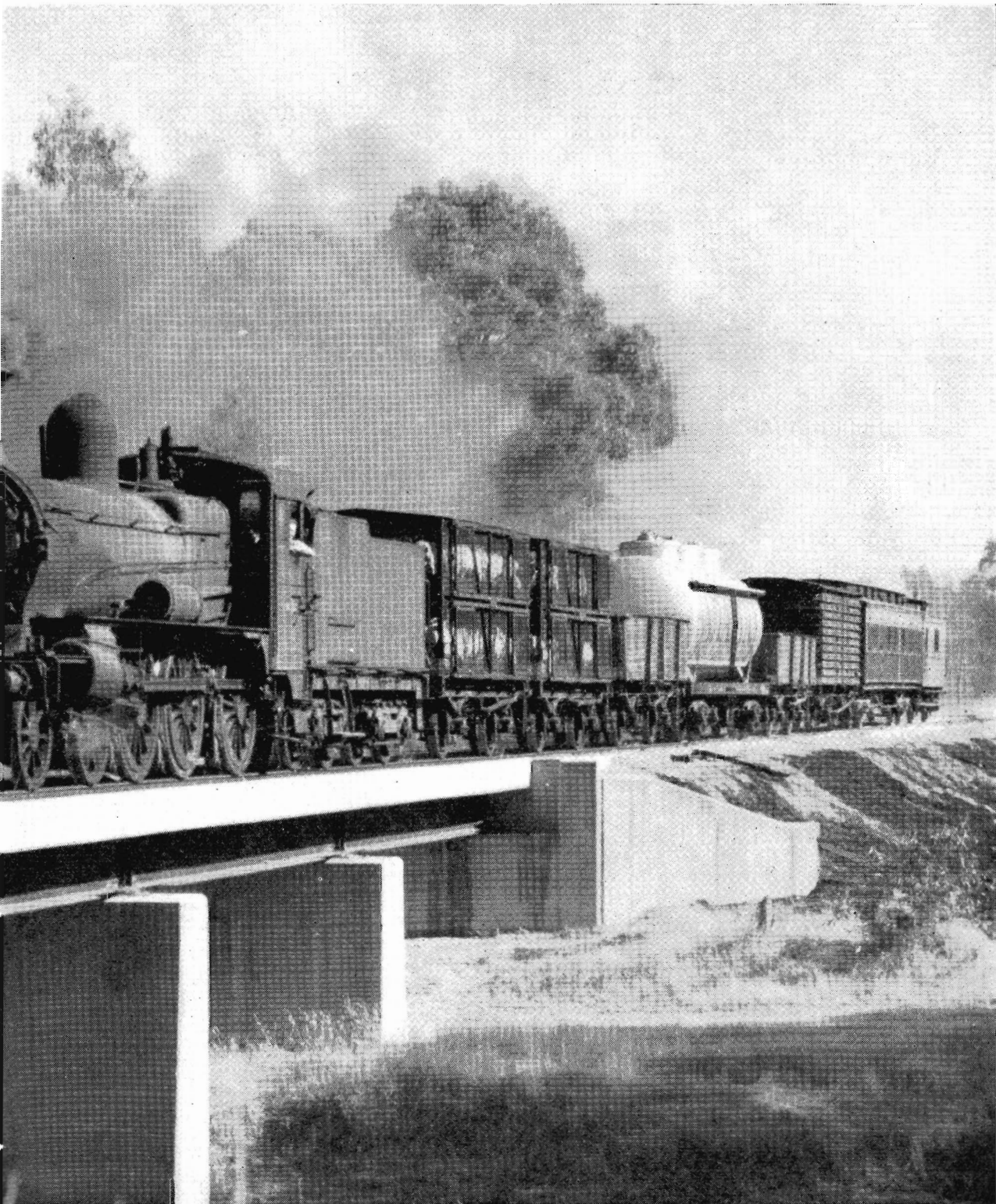
AROUND THE SYSTEM



RAILFAN SPECIAL : Destination blinds showing "Kew" have not appeared regularly since August 1952, when passenger service on the line was discontinued. This special one-car train, recently chartered by the Australian Electric Traction Association, ran over lines previously operated by single-car trains. The ABM car used for the special trip ran, in turn, to Kew, Glen Waverley, and Altona.
—Photo: K. S. Kings



PRIZE-WINNER : This picture of the Wahgunyah railway station was awarded by the Australasian Railway Society for the best railway picture.



ghurst mixed train crossing Black Dog Creek (near Lilliput) won for Mr. A. R. Lyell the C. C. Singleton Prize of the Australian Railway His-
ear. The subject is one of the very few mixed trains now running in Victoria; many of them having been superseded by diesel rail-cars.

SOUND FINDS FLAWS

TO increase the already high standard of safety on the railways, the Commissioners have extended the use of supersonic flaw detectors for the examination of axles. After trials at Newport Workshops, these machines have proved so successful that the other railway workshops have now been equipped with them.

THE examination of railway axles for cracks has always been a matter of first importance.

Originally, visual inspection with a magnifying glass was the only practicable means of discovering axle flaws. Later, this was supplemented by methods that involved the exudation of fine oil through whitewash and (more recently) the alignment of finely powdered iron along the flaws by magnetic influence.

To inspect that part of the axle hidden by the wheels, where flaws may develop, the wheels had to be removed from their seatings. As there are about 65,000 pairs of wheels in the railways, this was only practicable on a selective basis.

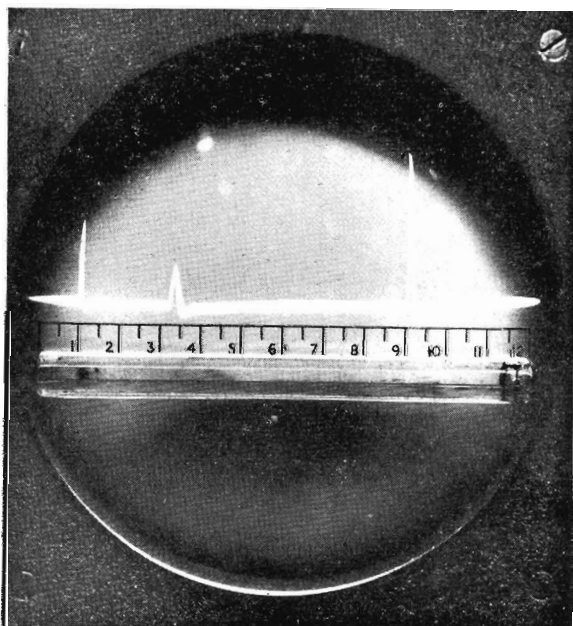
The supersonic flaw detector, however, can locate faults without the wheel being removed, making a valuable contribution both to safety and economy.

The use of sound waves for crack detection is an old device. Vendors of crockery use it as they tap a cup or glass; the ringing note normally given out becomes dull when a crack is present.

This crude method, however, is not satisfactory when applied to metals as the note given out, even when bad cracks are present, can easily deceive the ear.



Fitter H. Clancy, Newport Workshops, applies the probes to an axle to be tested.



In this reproduction of an oscillograph screen, the left-hand peak is the transmission mark, the right-hand peak the echo from the opposite end of the axle and the intermediate peak the echo from the flaw.

The flaw detector overcomes this difficulty. It produces sound waves of two very high frequencies— $1\frac{1}{4}$ and $2\frac{1}{2}$ million a second—which are reflected by even small defects in metal. These "sounds" cannot be heard because the human ear does not respond to frequencies much above 20,000 to 30,000 a second.

The flaw detector has two flexible leads, called probes, which are placed against an end of the axle to be examined. High frequency current is converted by a quartz crystal in one probe to sound waves, which pass down the axle. They are reflected back from the other end of the axle and, most important, from any flaws or cracks that may exist.

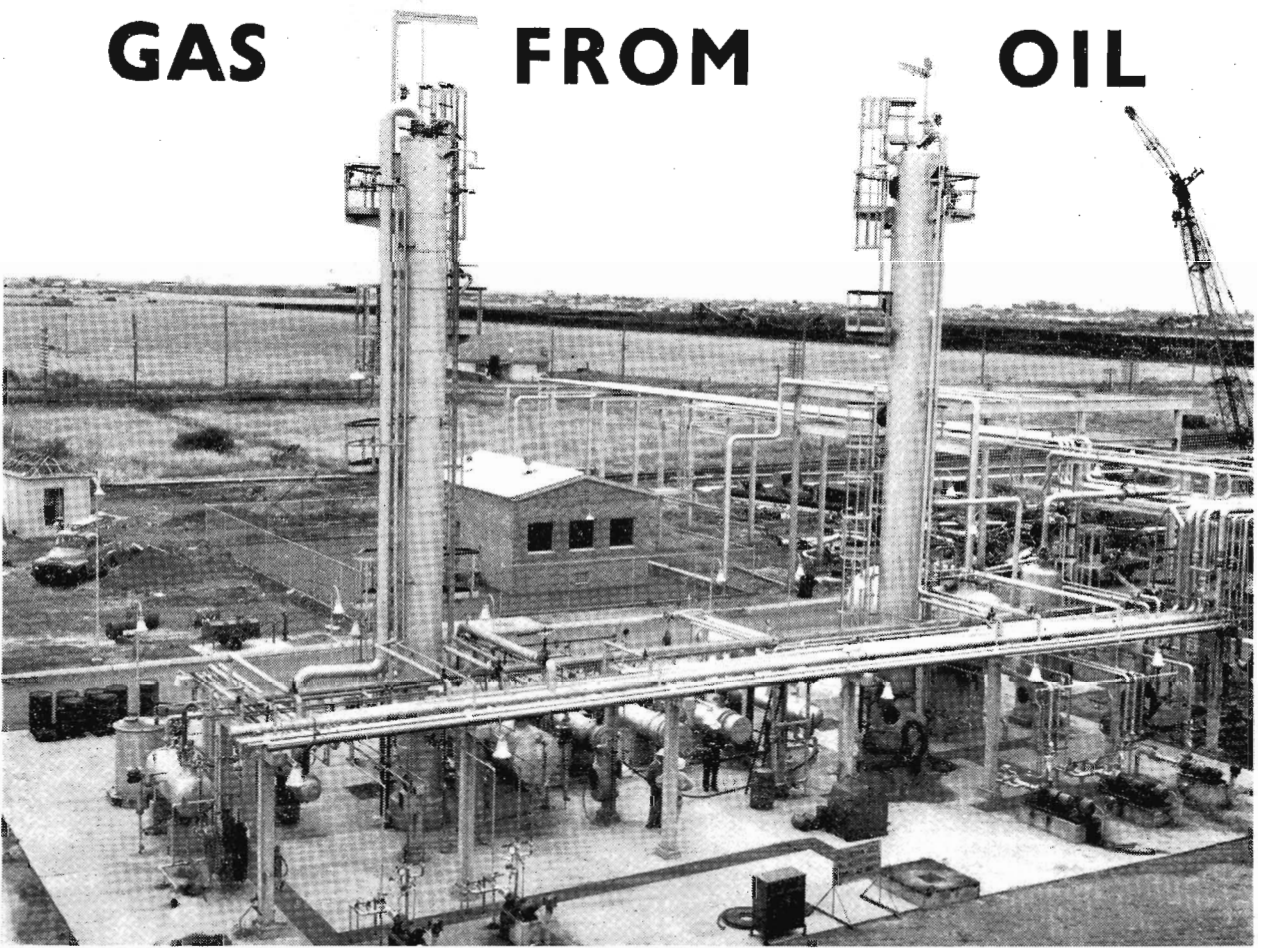
On return, the waves pass through a similar crystal in the other probe which changes them back into electric current that is amplified and fed into the oscillograph, a miniature television screen. It shows the pattern of the path of the waves through the axle. Even minute flaws are discernible as peaks in a generally straight line traced on the screen.

Experience is needed, however, to correctly interpret the screen pattern as many interfering echoes can be produced by wheel bosses, other changes of section and so on.

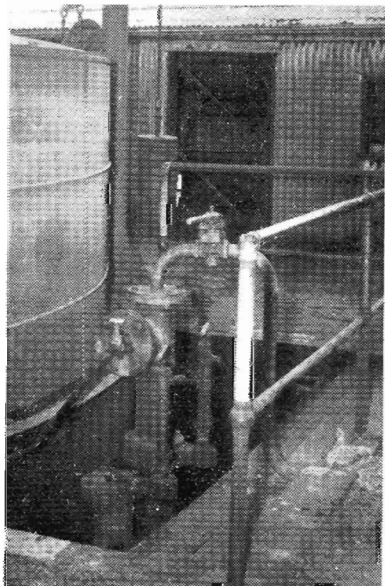
Already the railway is, by far, the safest form of land transport. With the new machines, which will regularly examine all axles, that safety factor will be further increased.

Despite the use of these detectors, the Commissioners are so conscious of safety that the axles of passenger vehicles are regularly renewed, as an added safeguard, after having run specified mileages. The axles thus released are supersonically tested and, if suitable, used for vehicles that operate under less exacting conditions.

GAS FROM OIL



General view of the gas unit at Standard-Vacuum Refinery, showing towers in which hydrogen sulphide is removed from the gas before it is fed into the Gas and Fuel Corporation pipeline. —Photo : Standard-Vacuum



Inlet valve to low pressure receiver at Car Gas Depot, Spencer Street. Pipe from Gas and Fuel Corporation emerges from the ground at the right.

GAS used on railway systems must be of high quality for only a limited quantity can be stored on trains, and some trains travel long distances. For many years, the Department manufactured, from crude oil, its own high quality product at the Pintsch Gas Works, Spencer Street.

When the new Standard-Vacuum oil refinery opened at Altona, millions of cubic feet of high quality waste gas from the cracking processes were being burned. Most Melbourne residents are now familiar with the orange glow in the night sky around Altona.

Subsequently, the Gas and Fuel Corporation installed a pipeline from Altona to its West Melbourne works, and purchased most of the gas for general use. It is necessary, however, that some of the gas be burned to waste at the refinery as a kind of safety valve to show that the refinery is operating properly.

Meantime, the railway gas making plant had become outmoded and it was evident that a large sum of money would be required to modernize it.

So railway engineers collaborated with engineers of the Gas and Fuel Corporation to determine the value of refinery gas for railway use. It was found that, in its existing state, refinery gas was unsuitable, but, when cleaned and blended with town gas, it was an admirable fuel.

As a result of negotiations, the Department no longer has to manufacture its own gas, but receives gas into its own storage reservoirs direct from the West Melbourne gasworks. The gas comes through a 2 in. pipeline, about 5,000 feet long, specially laid for the purpose.

Today, this high quality mixture of refinery and town gas is used for cooking and refrigeration on buffet cars, and lighting of older country carriages.

Most important of all, a heavy capital outlay was avoided, an annual saving of thousands of pounds in operating expenses has resulted, and valuable space has been made available at Spencer Street for the expansion of other railway activities.

LINES FROM OTHER LINES

Railways in Small States

SAN MARINO, an independent republic of about 14,000 inhabitants, no longer has a railway, for the electric railway connecting the capital, San Marino, with the Italian State Railways at Rimini, was destroyed during the last war. There are, not surprisingly, no railways in Andorra (population 6,000) high in the Pyrenees. Largest, or at least most economically developed, sovereign state not to possess a public railway is Iceland.

The small principalities of Liechtenstein and Monaco are traversed by main lines respectively of the Austrian Federal and French National Railways. The grand duchy of Luxembourg, with an area of 1,000 square miles and a population of 300,000 and highly industrialized, is served by the 314 miles of the Luxembourg National Railways, on which diesel and electric traction play an important part.

Vatican City has its own railway, the few yards of track at the extremity of a short double-track line (completed in 1932) of the Italian State Railways.

B. R. Prototype Carriages

DURING the seven years ending in December 1962, British Railways expect to put into service, under the modernization plan, about 20,000 coaching vehicles of all kinds. These will replace about 25,000 existing vehicles, including the whole of the remaining 14,000 wooden-bodied

coaches. In evolving this big fleet, British Railways, in collaboration with manufacturers, are seeking public reaction to such developments as improved insulation (both heat and sound), revolving and reclining seats, roomier compartments, and a wide range of new designs of luggage racks, lighting fixtures and other equipment. To try out these various features, 14 prototype main-line passenger carriages are being built: eight by contractors and six in British Railways workshops.

In the interior design and decor of the prototype vehicles, contractors have been given a free hand to use their own ideas, or to utilize the services of independent design consultants, within the physical limits of the British Railways all-steel frame and body.

Hiring Diesels

A novel arrangement has been concluded as an experiment between the Italian State Railways and Italian manufacturers. About 20 diesel shunting locomotives are to be supplied to the railways, on which, for a certain number of years, a hire charge will be paid limited to the amount of the economy which will result from the replacement of steam shunting locomotives by diesel. After this period, of about six years, the locomotives become the property of the State Railways without further payment. Maintenance of the locomotives is included in the hire charge. Staff, lubricants, and fuel will be provided by the railways.

Indian Cinema Car

FIRST cinema car in a regular passenger train in India went into service recently. It is used both as a cinema car, and as a buffet car when films are not being shown. Admission is regulated by a nominal fee of two annas per passenger. Passengers have to squat on the floor, so that a larger number can be accommodated. The cinema car operates between Jhajha and Kanpur, 406 miles, and is attached to the Howrah-Delhi express.

Diesel and Electric

AN innovation in electric traction in U.S.A. is the third-rail operation of the *Dan'l Webster*, a lightweight passenger train on the New Haven Railroad. Normally supplied with power from Maybach engines through Mec-Hydro torque-converter drives, these units receive power in electrified territory to operate two 150 h.p. motors which in turn supply power to the mechanical transmission. There are two locomotives, one on each end of the 9-car train, and in third-rail territory each has 300 h.p. for traction.

An ACF-built train, with a Fairbanks-Morse diesel-electric locomotive at each end, is to be delivered to the New Haven. These locomotives employ d.c. motors which receive power through third-rail shoes in electrified territory. Two General Motors diesel-electric locomotives on order for the New Haven will also be equipped for third-rail operation.



British Railways first class prototype coach built by Metropolitan-Cammell Carriage and Wagon Co. Ltd.



Left to right : William Harding, Maureen Buckley, Monty Buckley, Frances Buckley, Frank Price.

Double Wedding

UPHOLSTERER Monty Buckley, of the Architectural Division, Way and Works Branch, gained two sons-in-law recently, when his daughters were married at a double wedding at St. Augustine's Roman Catholic Church, Yarraville. Maureen, of the Metropolitan District Engineer's Office, married Mr. W. Harding, clerk in the Way and Works Staff Office, whilst Frances, who was previously in the Claims Division at Head Office, married Mr. F. Price.

S.G.S. School

A precedent was set recently by the Stores Branch when evening classes for rate clerks were conducted at Spotswood General Storehouse. The classes provided a course of revision aimed at an improved standard and uniformity of methods in rating duties at all storehouses. Mr. F. Orchard, Comptroller of Stores, inaugurated the lectures and expressed his pleasure at seeing so many interested in increasing their knowledge of Stores Branch accounting. Mr. A. Wilkinson, Assistant Comptroller of Stores, and various Storekeepers gave their full support in attending lectures. Senior members of the Stores Branch gave the lectures which were supervised by Messrs. A. Thomson and W. Galt, Bookkeeper and Assistant Bookkeeper respectively at Spotswood.

Rate clerks came from all metropolitan and some district Storehouses. Keen discussions were a feature of the course which gave a good indication of the interest aroused. As a result, consideration is being given to conducting revision classes each year.

Railwaymen's Social Club

THREE years ago Bairnsdale railwaymen decided to form a social club, with a view to providing Christmas entertainment for the kiddies and also as a means of eventually starting a V.R.I. sub-centre. There are 60 members and, last Christmas, they entertained 108 kiddies at a party. They hold a social and dance two or three times a year. Clerk R. Fletcher is president, and Clerk H. Cullen is secretary and treasurer. A Ladies' Auxiliary has been formed, and they have about £60 in hand as the nucleus of a building fund.

Do You Remember ?

RECENTLY, when chatting together, Conductor Reg. Chandler of *The Overland* told Railway Historian Leo Harrigan that he remembered when certain porters were issued with summer helmets in place of the normal caps. This was about 1916, when Mr. Chandler was stationed at Glenhuntly. Inquiries about these helmets failed to bring anything more to

light until Stationmaster T. Hutchison, of Mitcham, was being interviewed by *News Letter*. He remembers being issued with a helmet, somewhat like the old policeman's helmet, but with a dull finish. Only one issue was made, because the helmets proved most unsatisfactory to wear, he said. There is no photograph of such a helmet in the Departmental records. If any reader has such a photograph, *News Letter* would like to hear about it.

Coincidence

WORKS Foreman R. W. Waring began in the railways as a carpenter at the Oakleigh Depot. After service at Maryborough, Newport, Bendigo, Dimboola, Hamilton, Sale and other parts of the State, he returned to Oakleigh in 1950, and was recently given a farewell presentation in the same carpenters' shop in which he had started 43 years ago. In his younger days, Mr. Waring was a keen player in railway football and cricket. A most enthusiastic first-aid man, he held 12 certificates and a life-membership medal from the Department, and was also a sergeant in the railway division of St. John Ambulance. He was a returned soldier of the first world war.

Keen On Bairnsdale

AFTER 11 years at Bairnsdale, Clerk R. Fletcher of the Stationmaster's office, is a mine of information on district railway matters and local fishing. A member of Bairnsdale Angling Club, he fishes the Tambo and Mitchell Rivers and often gets his limit bag of bream in the Mitchell. Flounder spearing also attracts him; in a party of three, 80 flounder were speared in a night. Mr. Fletcher likes duck and rabbit shooting. When working in the metropolitan area, he played football for Northern Lines in the competitions and also in the Wednesday League.



Mr. Fletcher



Mr. Hutchison

Mitcham's S.M.

SINCE he has been at Mitcham, Stationmaster T. Hutchison has seen the district's population and the rail passenger traffic increase five-fold. Now an "old resident", Mr. Hutchison has been there for 25 years, liking the spot so much that he has refused promotion rather than leave. He started at Wahgunyah as a lad porter in 1911, then to Richmond B Box, parcels clerk at South Yarra, booking clerk at Sandringham, operating porter at Charlton (where he saw the disastrous effects of the 1914 drought) until 1916, when he was appointed relieving operating porter. During this latter period he booked the first ticket at the present South Yarra station. His experience on this relieving job was invaluable, he says, as it gave him the opportunity of studying for his S.M.'s certificate. As a result, he became S.M. at Riversdale in 1918. He was one of the youngest so appointed in those days, and also was one of the very few to receive their first appointment at a suburban station.

At that time the Camberwell line was being regraded, and all goods traffic was handled at Riversdale, hence the need for a stationmaster there. Later Mr. Hutchison was transferred to the country, serving at Longwood during the worst days of the depression of 1929/35 when hundreds of poorly and partly clad workless jumped the goods trains in their search for employment.

His two sons are in the Department; Don is a booking clerk at Camberwell and Ken the display artist in the Public Relations and Betterment Board.

Making His Mark

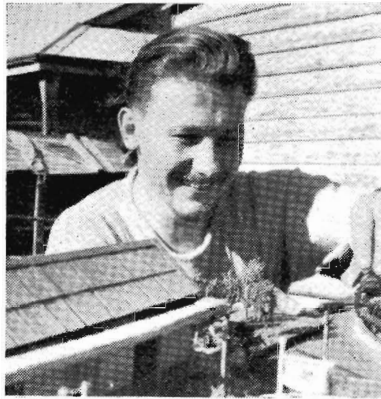
ONE of the first batch of new railwaymen recruited in Germany, Mr. P. J. Helbig, who started in February 1952 as a porter, has made his mark in more ways than one. The list of certificates he has obtained, all in his own time, is impressive; ticket checkers, staff and ticket, electric staff, preliminary A.S.M., ambulance, double

line block, intermediate electric staff, telegraph, and stationmasters. He was appointed A.S.M. at Glenthompson in August 1953. Later he went to Lubeck and is now at Kaniva.

Mr. Helbig has three hobbies: wood-working, model trains, and photography. He finds woodworking the most enjoyable. He has gathered a collection of tools, some power driven, and he makes small pieces of contemporary furniture. At the last Kaniva Show, he won two first prizes, two second, and one special prize for his entries.

Photography is linked with his work in Germany, where he was a precision mechanic in the camera trade. His collection of 280 colour slides featuring the various States and capital cities of Australia, displayed at an evening to aid the funds of the Kaniva Red Cross Branch, is now on its way to Germany to let his friends there know something of Australia. The slides will also be shown, on the way across, to other friends in Canada, U.S.A. and Great Britain.

Remarkably enough, Mr. Helbig still finds time for gardening and an occasional good book. For sport, he has joined the local rifle club.



Mr. Helbig with his model railway

Lighting Changes

MR. L. A. Ellingsen, who recently retired as Train Lighting Inspector, has been succeeded by Mr. J. Deason, former Foreman Electrician at Newport Workshops.

Mr. Ellingsen joined the Department in 1918 as an electrical fitter, and worked at Jolimont and Newport Workshops before going to the Train Lighting Depot. He was appointed Train Lighting Inspector in 1945.

Prior to joining the Department, Mr. Ellingsen served for two years with the 8th Battery on Gallipoli and with the 15th Australian Light Trench Mortar Battery. Keenly interested in football, he played for Ballarat in 1913 and for Ballarat Imperial in 1918-22. Also, he rowed for Wendouree in 1918-22. Now he is spending his spare time in motoring and fishing.

Representatives of firms supplying lighting equipment to the Department

joined with his colleagues at a farewell gathering, when Mr. G. F. Brown, Chief Mechanical Engineer, presented Mr. Ellingsen with a portable radio, matching TV and ceiling lamp fittings and—for Mrs. Ellingsen—a travelling rug. Later, a farewell social evening was held, with about 140 present.



Mr. Tyler

Keen On Stamps

CARPENTER L. J. TYLER, Special Works Division, is one of a number of philatelists in the Department. He is a member of the Prahran Philatelic Society, Australian Commonwealth Specialists' Philatelic Society, and Myer Philatelic Society, and has been president of each. Recently he took over as exchange superintendent of the Commonwealth Specialists' Society. Mr. Tyler is proud of the fact that, since he joined at Prahran in 1944, he has not missed a meeting of the society. He collects stamps of the Commonwealth, Papua-New Guinea, the British Empire generally, and U.S.A.

Mr. Tyler formerly was interested in long distance foot-running. In this sphere, he is justly proud of a father-and-son record of first and second places in a 5-mile race. Fortunately for Mr. Tyler's parental pride, he ran first.

Thanks

"HIS Excellency the Lieutenant-Governor has asked me to thank you very much for the over-all arrangements affecting his trip to Bendigo. He has asked me to say how much he appreciated the comfort of the Vice-Regal Coach and the excellent services of Mr. Freeland."

—Lieut. C. J. T. Chamberlen, R.N., A.D.C., Government House, Melbourne

For the contribution of £378.5.11 from V.R. staff towards Junior Legacy, Melbourne, Special Appeal. "All concerned can rest assured that this money will be faithfully used for the purpose for which it has been given. Our appeal has met with a wonderful response from all sections of the community and this is a source of great encouragement to us in our work on behalf of the

widows and children of deceased servicemen whom it is our privilege to serve."

—*L. W. Fargher, President, Melbourne Legacy*

For the co-operation and assistance of the Live Stock Agent's Office "in connexion with the rail transport arrangements for cattle ex Benambra Cattle Sale, from Bairnsdale to various destinations."

—*Australian Estates Co. Ltd., 114 William Street, Melbourne*

To the Claims Agent "for the manner in which you handled the matter of my missing raincoat. The return of the coat speaks volumes for the efficiency of your Department".

—*M. C. Mott, Managing Director, Border Morning Mail, Albury*

"For the co-operation and help of your station staff at both Bendigo and Spencer Street" in connexion with transport arrangements for a young people's camp at Bendigo. "I would like to praise your staff for their pleasant and efficient manner."

—*Captain John Ward, Secretary, V.P.C., Congregational Union of Victoria*

For "the efficiency and courtesy of the conductor on the Sunday train from Euroa. He was most helpful to passengers and made the journey a pleasant one".

—*N. D. Allen, 47 Cochrane Street, North Brighton*

To staff at Flinders Street station for the recovery of a parcel left on the train. Such courtesy was shown that "it was almost a pleasure to have lost the parcel".

—*S. Tomlin, Ringwood*

For the help given by Mr. G. Peart, Manager, Victorian Government Tourist Bureau, Adelaide, in arranging a school tour. "Mr. Peart, in a friendly, competent way, saved me hours of work and arranged things so well that not a single hitch occurred anywhere on the trip."

—*R. A. McLean, Goodwood Boys' Technical School, S.A.*

"For the rail motor trip to Moe and Nayook conducted by your department. The trip was a great success mainly due to the members of your staff who have helped us in this venture."

—*John Bugg, Organizer, Scotch College Railway Club*

"For making available the splendid train for our tour of Mildura. Everyone thoroughly enjoyed themselves and expressed the wish that it might be possible for similar tours to run in the not so distant future. A great part of the success of the tour was due to the willing and hearty co-operation of the staff of the train who anticipated and met all our requirements."

—*J. L. Niblett, Vice-president, Holiday Train Association*

"On behalf of the 300 Victorian girls who visited Sydney and the 300 Victorian boys who visited Brisbane during the May School Vacation, to your Department and the officers concerned with the transport arrangement. We look forward to undertaking many more similar tours."

—*E. G. Roper, Deputy Director, Young Australia League, Brisbane*

Obituary

NEWSPAPER records, with deep regret, the recent death of Mr. Lindsay Wotherspoon, Manager of The Chalet, Mt. Buffalo National Park. He died suddenly at The Chalet. Mr. Wotherspoon was appointed manager in November last, after having relieved successive managers during the past six years. His departmental career included service with the old Audit Branch and the Accountancy Branch before his transfer to the Refreshment Services Branch. He served with the R.A.A.F. as a Messing Officer during the last war.

Mr. Wotherspoon is survived by a wife and two daughters.

Senior Architect Retires

MR. R. C. Oliver, who retired as Senior Architect, began as a draughtsman in 1920 and has been Senior Architect since 1954.

For 30 years he was in charge of all the Department's sewerage projects when thousands of railway stations, houses, etc. were connected to new sewerage systems in thirty towns throughout Victoria. During the first world war Mr. Oliver served in France under Mr. N. C. Harris who later became Chairman of Commissioners. During retirement, Mr. Oliver hopes, first, to have a good rest and then catch up on

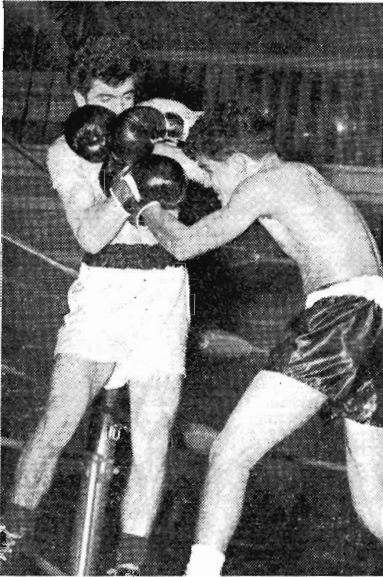


his arrears of gardening work. New Senior Architect, Mr. D. B. Cook, began as a pupil architect in 1926. He was one of a group of youths selected for training under the Department's scheme as engineers and architects. It is noteworthy that practically all the youths trained under this scheme are now occupying senior technical and executive positions in the Department. Mr. Cook's work has been mainly on station designing and industrial building, including the planning of amenities for employees. His major concern at the present time is the project planning for the new Richmond station.



Mr. Cook (left) taking over from Mr. Oliver

SPORTS



Mickey Nile (right) in a bout with Young Joe at the Stadium.

New Australian Boxer

A promising boxer is Clerical Assistant P. G. Michalopoulos of the Accountancy Branch at Head Office. Born in Cairo, of Greek parents, he worked with the British Forces in the Canal Zone. He was four times amateur bantam champion of Cairo and, in May last year, won the amateur championship of Egypt. Arriving in Australia last August he immediately joined the railways. Recently he has had 12 fights at the West Melbourne Stadium for eight wins, two draws and two defeats. He fights under the name of Mickey Nile.

Mr. Michalopoulos also plays soccer and basket ball and, at the Pan Hellenic Games held in Sydney last Christmas, won the bantam weight wrestling event. He trains at the V.R.I. gymnasium.

Interstate Football

FOUR systems will compete in the interstate football carnival at Royal Park from August 12 to 20. Tasmania, unfortunately, was not able to send a team.

The draw is: August 12, Victoria v Western Australia; 13, Commonwealth v South Australia; 15, Western Australia v South Australia; 16, Commonwealth v Victoria; 19, Western Australia v Commonwealth; 20, South Australia v Victoria.

Matches begin at 2.30 p.m. and spectators will see a high standard of play. Trophy (the "Glick") is held by South Australia. During the carnival, visitors will be entertained by the V.R.I. Football League with social functions and sight-seeing trips.

V.R.I. Matches

THE V.R.I. football competition is nearing the end. As *News Letter* went to press, North Melbourne Loco, undefeated, were leading, followed by Melbourne Yard, Suburban Lines and Geelong. Matches are played at Royal Park ovals each Tuesday, and those in which Geelong participates are played on Sunday mornings at Spotswood Oval or Geelong.

Country Golf

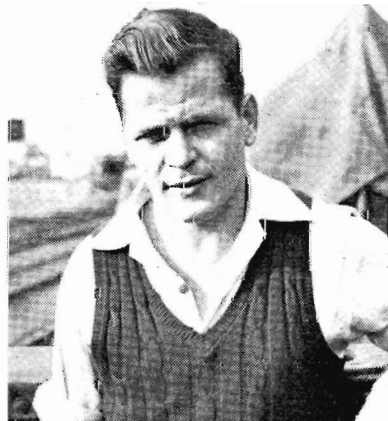
INSPIRED by the success of the Wimmera golf tournament at Dimboola last year, north-eastern golfers will hold a similar one. Matches probably will be played on the Golden Vale course at Benalla on Sunday, October 6. Institute members in the north-east who wish to enter may get details either from Mr. Bennett, Hon. Secretary, Benalla V.R.I., or Mr. I. Dawkins, Benalla Loco.

Golf Week

THE annual V.R.I. Golf Week tournament will be held at the Rosedale Golf links, Aspendale, from September 9 to 12. In addition to the teams match and open singles championships, several other events will be on the programme. Entries are invited from railway golfers; closing date with the Sports Secretary, V.R.I., Flinders Street, is August 9.

Soccer Club Formed

A soccer club has been formed by the Victorian Railways Institute. Use of a ground at Royal Park South (near Sydney Road) has been obtained for practice and play on Saturday afternoons. It is hoped to enter a team in the amateur soccer competitions. Those interested can get further information from Mr. E. Proestakis (Auto. 1661).



Trucker R. Johnson, Bairnsdale, is captain of St. Mary's A grade table tennis team (runners-up last year) and of St. Mary's badminton club (A grade pennant winners last year). Previously he played football in the Bairnsdale District League, and has now started golf.



Driver S. Burns, Bairnsdale, who plays bowls with Bairnsdale Bowling Club, won the Dahlsen Prize as club champion this year. Mr. Burns is also a keen fisherman and a member of Bairnsdale Angling Club.

Table Tennis

AFTER a lapse of a few years the V.R.I. Table Tennis Association has resumed its seasonal competitions. Ten teams are competing: Accounts, Drawing Office, Train Services, Claims, Jolimont Workshops, Hostel, Spotswood, Institute, Stores and Geelong.

At the end of the first round, Accounts, 32 points, led from Drawing Office and Train Services, each with 28 points.

After the first round, a singles championship was held and K. O'Shannassy (Claims) won the title from E. Campbell (Train Services).

The Association will shortly conduct a doubles championship and a handicap tournament. Games are played nightly at the Institute, Flinders Street, and all interested, either in watching or playing, are invited.

Success Of V.R.I. Fencing Teams

EIGHT members of the V.R.I. Fencing Club team reached the finals in the recent national fencing championships at Brisbane, with Mr. C. Vena winning the Australian Epee Championship. In the local tournament conducted by the Institute, the two V.R.I. men's teams gained first and second places, and the ladies' foil team came first.

RAIL QUIZ

A city business firm sent their messenger boy to the Outward Parcels Office at Spencer Street to buy some parcels stamps of the following denominations: 5/-, 1/-, 6d. The boy was given 10/- which he spent in buying 10 tickets. How many of each denomination did he get?

* * *

One at 5/-, one at 1/-, eight at 6d.

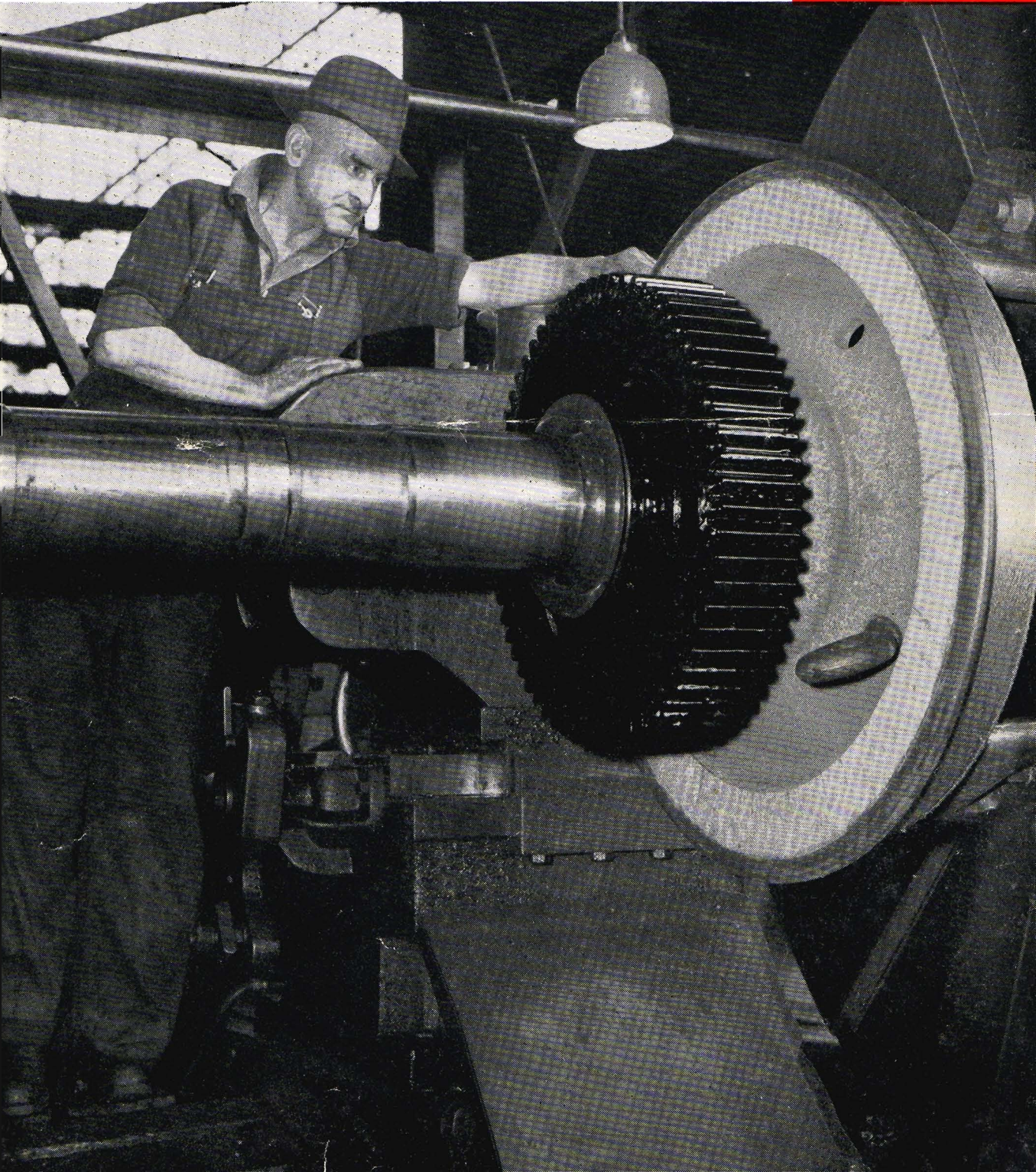
VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER



1957



THE MONTH'S REVIEW

Historic Names

ON August 19, S 300, *Matthew Flinders*, again hauled *Spirit of Progress* into Spencer Street. It was not the old familiar Pacific-type steam locomotive, but the first of the new 1,800 h.p. diesel-electric locomotives, of which 10 were ordered. The numbers and names of the other three steam locomotives will be taken by the next of the new diesel-electric locomotives. They are: S 301, *Sir Thomas Mitchell*; S 302, *Edward Henty*; and S 303, *C. J. Latrobe*.

Names for the remaining six new locomotives were chosen after consultation with Professor J. A. La Nauze of the University of Melbourne. They are: S 304, *George Bass*; S 305, *Hamilton Hume*; S 306, *John Batman*; S 307, *John Pascoe Fawkner*; S 308, *Sir Redmond Barry*; and S 309, *William Lonsdale*. Each of these men was a prominent figure in Victorian history. The choice of names was very apt, because the new locomotives—with 300 h.p. more than the B class—will figure prominently in the current history of the Victorian Railways.

Success Of Diesel-electric Locos

LOCOMOTIVE B 62, having done 900,000 miles, was recently given its second major overhaul at the Diesel Shop, North Melbourne. The first major overhaul was at 420,000 miles. Despite the high mileage it was found that the most important parts of the engine could be returned intact to the locomotive and that relatively few replacements were necessary. When *News Letter* went to press B 60 (*Harold W. Clapp*), B 61 and B 63 were approaching the time for their second major examination. Total mileage of the 26 diesel-electric mainliners now exceeds 15½ million miles.

More Diesel Shunters

DECISION to invite tenders for 25 diesel shunting locomotives is the latest move in improving motive power. Tenderers will have the opportunity of quoting for locomotives ranging from 500 to 750 h.p. and of either diesel-hydraulic or diesel-electric type. The new locomotives will replace obsolete coal-burning locomotives at present engaged in goods yard shunting throughout the system, and will also speed up this important traffic operation.

Improved Bogies

REQUIREMENTS of country rail travellers are also being catered for in the modernization of rolling stock. Orders have been placed for 44 cast steel bogies for country passenger cars. These are similar to those which have proved such an outstanding success

on the sleeping cars of *The Overland*.

These latest type bogies ensure smoother riding, in addition to easier maintenance and reduced overhaul costs.

New Type Waggons

UNDER design by departmental engineers are 100 enclosed box waggons which will be equipped with high speed bogies to enable them to run, as required, at passenger train speeds. These waggons will be eminently suitable for carrying such commodities as tobacco and other valuable freight requiring special protection from the weather.

No Footrot By Rail

EXPERIMENTS have proved that footrot is not transmitted by railway sheep trucks. During the experiments, conducted at the Glenfield Veterinary Research Station, New South Wales, footrot-infected and healthy sheep were kept in continuous contact in a railway truck for seven weeks. The healthy sheep remained entirely free of footrot for the whole of this time. Wet conditions and widespread flooding in the sheep areas of New South Wales had made footrot a major problem, and the Government had received many requests to have sheep trucks disinfected after use. Results of the experiment made it clear that disinfection of trucks would have little value in footrot control.

New Station

WORK has started on building the new station, Laburnum, between Box Hill and Blackburn. It was needed because the district's population considerably increased during post-war years. The buildings will be brick, of modern design, and with a cantilever verandah. Ramps from Laburnum Street will lead to the station.

Transport Competition

THE Bureau of Railway Economics is a department of the Association of American Railroads whose functions include compilation of accurate, complete, and objective reports on economic trends and transportation conditions. For many years the Bureau, at the invitation of the *Railway Age*, has prepared a comprehensive summary and evaluation of the performance and progress of railways. In the review for 1956, the following vital points are made:

“Increasing concern is manifested regarding the competitive disadvantages under which the nation's railroads now operate and which have been largely responsible for the falling share of the

railroads in total traffic. In important respects government policies continue to favour other forms of transportation with which the railroads compete. These policies include undue regulatory restraints upon the railroads that their competitors largely or wholly escape; and the provision by government at taxpayers' expense of highway, waterway, and airway facilities for the use of which competitors of the railroads make inadequate compensation or none at all. One of the most serious consequences of these preferential government policies is upon railroad earnings and necessary capital formation.

“The railroads must furnish the basic transportation needs of the nation, and at this critical period in world affairs, attention may well be directed to them. If developments so require, they would have to take over, as they did 15 years ago, the bulk of the traffic that must be moved in a period of national emergency. No other agency of transport, nor all of them together, can do the job so well or with the expenditure of so little additional manpower, fuel, and other critical materials.”

Ambulance Year

REPORT of the Ambulance Officer shows that 784 employees, including 35 New Australians, qualified in first aid during the year. This brings the Department's total of qualified employees to 8,359, of whom 960 hold 5th. Year Silver Efficiency Medals and 577 8th. Year Gold Life Membership Medals. During the year 3,993 cases were treated at the Spencer Street Casualty Room.

62 Years Ago

WHEN clearing out a room recently, a *News Letter* reader discovered a South Yarra card time-table issued in September 1895. It was published by a local chemist who advertises, among other things, “Teeth extracted absolutely without pain.” On the back of the card are hints on preserving the sight and the statement that “a complete assortment of all kinds of glasses kept in stock.” Testing was carried out without charge, and the prices for spectacles ranged from 1/- to 50/-.

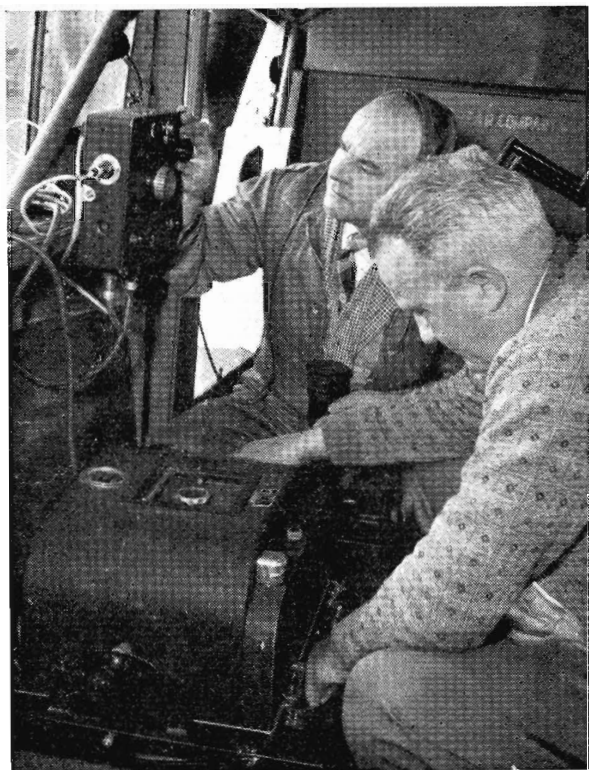
FRONT COVER

Turner J. F. Herbel re-turning wheels of a suburban motor coach on one of the wheel lathes at Newport Workshops. Worn wheels are re-turned periodically to restore contour of tread and flange.



Taking off for a survey flight.

FLYING THEODOLITE



Checking the camera.

A twin-engine Avro Anson aircraft was used by Air Surveys (Aust.) in making the aerial survey of railway property for the proposed standard gauge line between Wodonga and Melbourne. The plane is known as the "flying theodolite," and has a crew of three—pilot, photographer (who acts as navigator, too) and railway supervising officer.

Aerial work of this kind calls for a high standard of flying and navigational skill. Teamwork, too, is essential. Courses must be flown accurately, averaging within one degree. Altitude of the aircraft must be maintained within a limit of 10 ft. above or below the required height.

The navigator uses a drift sight in conjunction with the camera. This enables him to lay off drift on the camera to compensate for any drift in the aircraft. By a series of levelling devices, the camera is kept constantly on the level.

The correct windspeed and direction are found for the photographic height, and then drift compensation is applied to maintain the plane on an accurate track over the earth. Once the ground speed is known, it is possible to determine the interval at which the camera is to be fired to ensure the proper overlap of all pictures.

During the run along the flight line, a constant check is kept on the position of the plane relative to the area to be photographed. This is when the crew members have to give the job the greatest amount of concentration.

Cloud and turbulence are the survey crew's worst enemies. Although rainmaking experiments have advanced greatly, it is not yet possible to disperse clouds. Unpredictable flying conditions reduce the number of photographically suitable days to less than 100 a year.

Cameras used in aerial survey work were developed by the R.A.A.F. during the last war. They are carried at a flying height of 1,320 feet and a speed of about 80 miles an hour. Photographs obtained in this way are to a scale of 160 ft. to 1 in. The 9 in. x 9 in. prints used cover a ground area of 1,440 ft. x 1,440 ft., and allow a 60 per cent. overlap.

Air surveys have been used by the V.R. for a great variety of purposes connected with trackwork and depots. The air survey photographic library—on the second floor at Head Office—comprises about 60,000 prints covering more than 4,000 miles of track. It is regarded as one of the best railway photographic libraries of its kind in the world.

RAIL TRANSPORTATION OVERSEAS

“SOME of the practices on railways overseas are very good, but others are not as up-to-date as we have here” said Mr. J. R. Rewell, Assistant Chief Traffic Manager, in a recent lecture at the Victorian Railways Institute. He stressed the benefits which overseas railways derive from the enormous populations and the resultant heavy traffic. Following is a summary of the major highlights of the lecture.

A railwayman arriving in London finds the tube and underground most interesting. The Circle and other lines intersect at many stations, which involves one line running under the other. Because of this, it is difficult at some stations, when changing trains, to go in the right direction. For example, at Notting Hill Gate, the change involved crossing the street to the entrance to another platform.

Some of London's stations are very deep. At Holborn, the platforms are 80 feet underground and are reached by two very steep escalators, as well as stairs and numerous passages. Entrances and exits are separate to ensure the flow of traffic.

Subway travel in New York was, perhaps, the most interesting. Here are three parallel systems, once independent but now amalgamated. There are four tracks on each, and peak traffic is terrific. At 42nd Street one evening,

two men made a belated effort to get in a train, but the doors could not be closed. A porter who saw the trouble promptly kicked the passengers with his heel until the doors would close. Officials said that packing passengers in during winter months was even more difficult, because people wore thicker clothes.

England has the greatest passenger traffic in the world, and some of the trains run at high speeds, although they are not sustained. On asking a District Engineer what the maximum permissible speed was, Mr. Rewell was told that there wasn't one—the track could take any speed.

One feature of the Continent and America was the departure of passenger trains without fuss or noise. No guard's or engine whistle. The guard merely pressed a button on the platform to notify the signalman who operated the departure signal.

Changing trains at Albury is simple in comparison with overseas practice. Paris has four stations, New York has several which necessitate a taxi to get across the city, and Chicago has eight passenger terminals. All transcontinental passengers going via Chicago must change trains there. This entails a long walk to the concourse then to another train up to 18 cars in length.

In Holland and Denmark, bicycle traffic is astonishing. When building a new station at Leiden, provision was made to accommodate 2,500 bicycles. At Eindhoven the bicycle traffic was so heavy that grade separation was being undertaken to avoid congestion. Even senior railwaymen ride bicycles there.

Goods Depots and Handling Methods

Most railways practise collection and delivery, some by subsidiary companies. A feature of goods traffic overseas is that transfers constitute a considerable portion of the total. The goods shed layout is generally entirely different from our own.

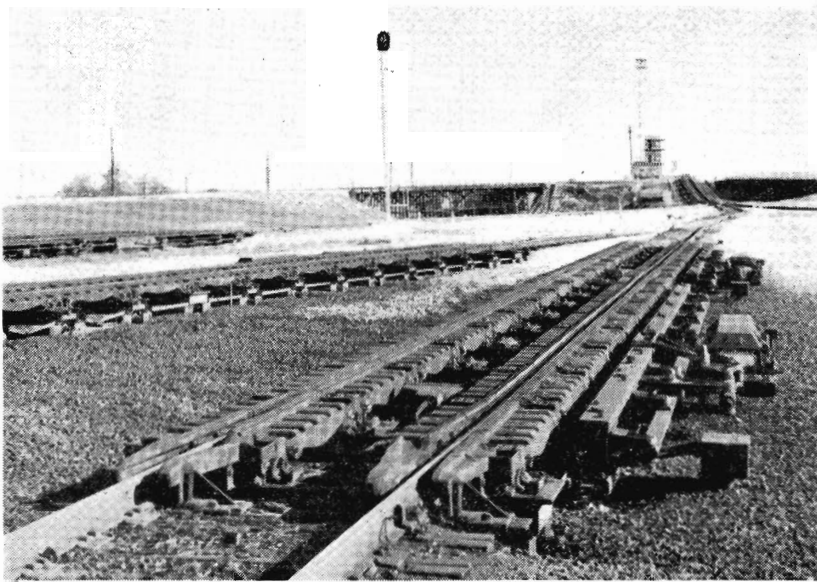
In America, for instance, up to six tracks serve one platform face. Box trucks of 50 tons capacity are used. Gang boards are laid between the rakes of trucks and the outside rake is loaded first. Some of the practices, even in America, were very crude. Gang boards were secured to the platform and truck floors by nails. When the boards were lifted the nails were left in and the platform had hundreds of bent nails in it.

In England, goods shed operation was being modernized, and much use is being made of pallets, which are a feature on the Continent, also.

The population served and the volume of traffic handled overseas is astounding. Victoria handles about 9 million tons a year, British Railways carry 300 million tons, and the Class 1 Railroads in U.S.A. transport 1,500 million.



Union Station, Chicago's most important passenger terminal.



Group retarders in a modern American marshalling yard. These control trucks on their way from hump to classification tracks. In right background is control tower, with master retarder on hump track.

Among the examples of heavy trains in U.S.A., quoted by Mr. Rewell, was that of a 9000-ton Union Pacific train on the 2.2% grade of the Sierra Nevada. It had four diesels in front, four in the middle, and four at the rear. On the Santa Fe, the average load is 6,000 tons.

Diesels and modern yard and signaling facilities are paramount features in handling the huge freight movement in U.S.A. economically and efficiently.

Modern Marshalling Yards

In the modern marshalling yard, hump shunting has replaced the old flat or gravitation method of 30 years ago. To reduce the speed of trucks between the hump and classification sidings retarders of the hydraulic type were first used. The retarder presses both sides of each wheel to control the speed of the vehicle. In France, where new marshalling yards had to be built to replace those bombed during the war, electro-pneumatic retarders are used. In America, the latest improvement has been the introduction of electrically operated automatic retarders.

Before the train arrives at the hump, the consist has been teleprinted and the tracks to which the trucks or groups of trucks will be shunted are determined. This information is shown on a "cut card", copies of which are supplied to the various operators.

Trucks are pushed over the hump at 2 m.p.h. and accelerate to 12 to 15 m.p.h. by the time they reach the radar controlled master retarder, after which their speed is automatically controlled, by both the master retarder and group retarders, i.e., those leading to the classification tracks. Normally, the re-

tarders work automatically, electronic computers having calculated the correct speeds from data fed to them. This data includes weight and "rollability" of trucks, weather conditions, and so on. The retarder operator merely maintains an oversight, although he can adjust the controls to suit abnormal conditions.

Centralized Traffic Control

Most of the C.T.C. is in America where generally trains move either according to time-table or orders issued to train crews through signalmen.

Under C.T.C., the train dispatcher has control over signals and points for distances up to 150 miles. By means of thumb switches, he can operate these points and signals. An illuminated panel shows a diagram of the track under control.

Crossing loops are from 6 to 10 miles apart, mostly arranged on a running time basis. At every home signal and at points there is direct telephone communication with the dispatcher, and if a train is detained for any reason the driver must speak in.

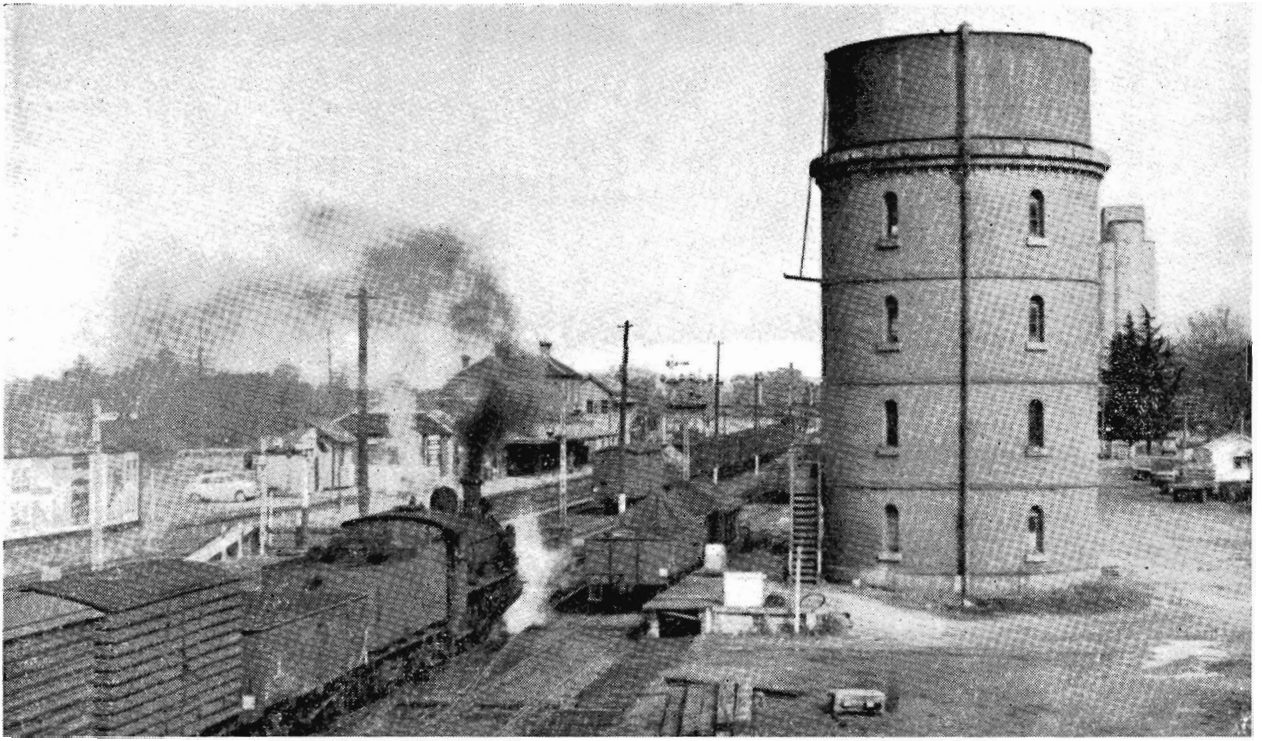
Some distance from where the train enters the C.T.C. territory, a track circuit operates a bell on the dispatcher's table. Then at an intermediate point there is a listening post where the noise of the train passing is heard by the dispatcher.

In conjunction with C.T.C., railroads served by multiple tracks provide signalling for working in either direction so that tracks can be worked to capacity.

C.T.C. reduces delays to trains, reduces crew hours, gets freight through faster, and enables third and fourth tracks to be dispensed with, resulting in enormous savings in track maintenance.



Retarder operator in control tower can exercise manual control of retarders and points if necessary.



Wangaratta station yard always presents a busy scene.

WANGARATTA GROWS

KNOWN variously as a thriving town, a cathedral city, and as capital of north-eastern Victoria, Wangaratta is, strangely enough, still a borough. It has the necessary revenue to be declared a city, but the Borough Council hesitates to apply for this declaration until it can visualize some limit to Wangaratta's expansion.

PIONEER settler at the Ovens River crossing was a man named Rattray, who opened a primitive store of slab and bark. He was bought out by W. H. Clark, who reached the Ovens crossing in June 1839. Clark stayed, and five generations of Clarks have been linked with the township thus started.

Wangaratta was proclaimed a township in 1845, and a borough in 1863. At that time the population had grown to 1,300. Its name came from an aboriginal word meaning "nesting place of the cormorants" or, as some writers have it, "where rivers meet".

As with so many country centres, the coming of the railway opened the

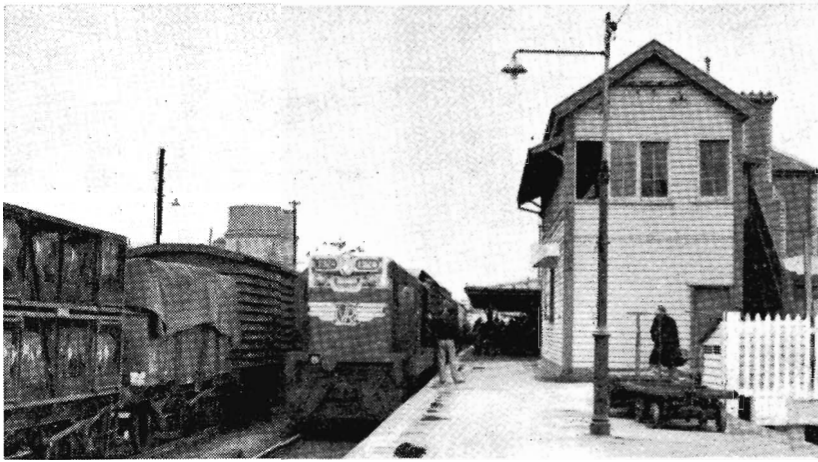
way for the real development of Wangaratta. The railway reached Wangaratta in October 1873, and a month later was completed to Wodonga. In August 1883, the line from Wodonga was extended to Albury, providing a rail link between Melbourne and Sydney. Concurrently with the opening of the railway in 1873, Wangaratta got its first water supply—by arrangement with the Railway Department.

Back in 1854, the mining town of Eldorado sprang up only a few miles from Wangaratta. In time it had 10,000 inhabitants, 30 hotels and a newspaper. The newspaper, on one occasion, mentioned "a small outlying village". That was Wangaratta. Today, the population of Eldorado is a mere 300,

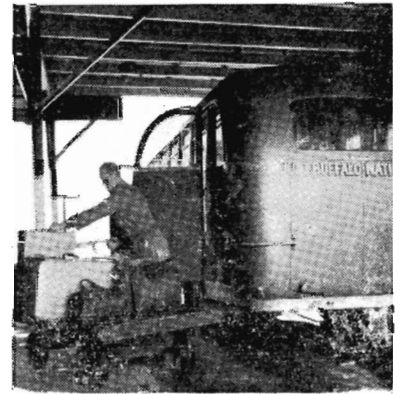
whilst that of Wangaratta (estimated at 31/12/1956) is 11,600. The fleeting glitter of gold could not compete for stability with the advantages of a railway system as the basis for industrial development.

Today, Wangaratta is proud possessor of an Anglican cathedral, wool and rayon textile mills, flour mills, steel fabricators, joinery works, plaster works, butter and bacon factories, and other industries that together provide employment for hundreds of its townfolk.

Catering for these industries as well as for the town generally, the railways bring in wheat, wool tops, rayon yarn, briquettes (100 to 125 tons a week for Bruck Mills), and a host of other items.



Handing over staff from the morning train from Albury.



Luggage from The Chalet, Mt. Buffalo National Park, is transferred, under cover, from bus to train by Chalet Driver W. Kusmin.

They take away such things as rayon goods, wollen yarns, butter, flour, live-stock, hops and tobacco.

There is heavy passenger traffic, also. Wangaratta serves a wide district, buses bringing in people from Beechworth, Bright, Mt. Beauty, and Whitfield, and tourists to and from Mt. Buffalo National Park.

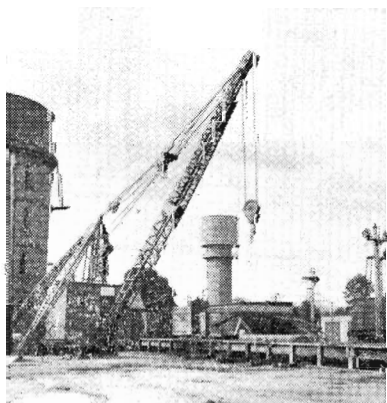
To cater for this business there is a traffic staff of 32, a works foreman and road foreman (with their staff), signal adjustor, electrical fitters, and refreshment room staff.

In addition to the two stopping passenger trains running in each direction between Melbourne and Albury, there is a daily diesel rail-car service to and from Melbourne. On Sundays there is a train to and from Melbourne also. This winter a Sunday evening diesel rail-car service was arranged for returning snow tourists.

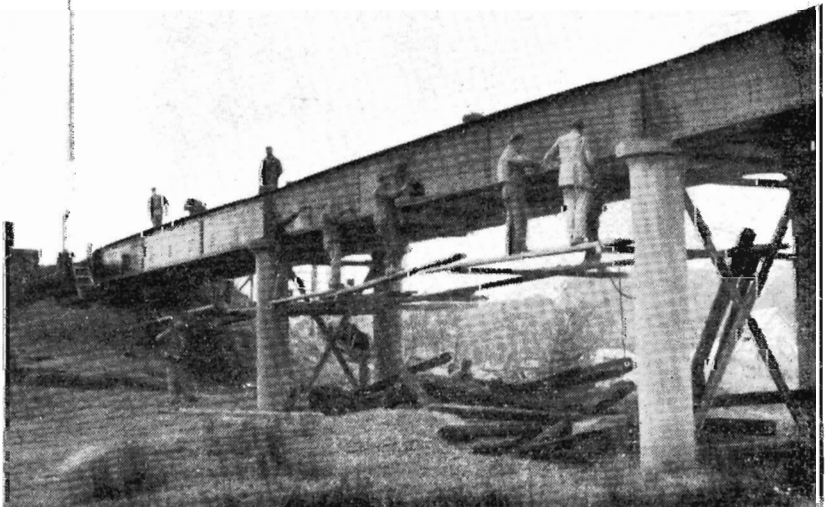
There are also six regular 'down' and seven regular 'up' goods trains. As well, there are combined Beechworth, Bright and Myrtleford goods on three days a week, and one on the Peechelba line once a fortnight.



Ganger H. Wakenshaw and Repairers E. G. Watson, J. Findlay, R. Smith, A. E. Kneebone and F. Vyner re-sleeping track near station.



Recently installed 8-ton electric crane makes short work of heavy consignments.



Ovens River bridge being cleaned and painted prior to fitting steel decking. Ganger L. C. Stephens (on ground) and Special Works bridge gang.

AROUND THE SYSTEM



FOOTBALLERS TRAIN : Carlton Football Club was the first League team to charter a diesel rail-car for a country trip, when they went to Swan Hill recently to play a combined Mid-Murray League team. The club decided in favour of a rail-car, in preference to road buses, because players and officials could travel in one party. Another factor was that players could relax in the diesel rail-car and be in better condition, after the long journey, to play a strong combined team the next day. So pleased were they with the result that they chartered another rail-car to take the team to Geelong for the V.F.L. game there.



WISE AND OTHERWISE : Wise motorists continue their journey to the city by train of driving along crowded roads, have no city (a





their cars at the nearest railway station (as at Glen Iris, above) and only do they save in travel costs, they also avoid the strain and stress jams, and do not need to find costly parking space in the crowded owners of cars pictured below).



BARGAINS : V.R. posters were a prominent feature in a window display of Hicks Atkinson's large city store. They formed the theme of the display.



SHEEP BY RAIL : Some of the 557 Romney Marsh ewes being loaded at Newmarket on their way to Portland. The ewes were in lamb and, like most expectant mothers, were wisely given the safest and most comfortable means of travel.

We are uncertain whether author J. P. Carroll, abetted by the illustrations of S. Kelly, intended this article to be historical or hysterical. It is possibly both.

CALLERS—UP

ALTHOUGH now confined to country loco. depots, the fourteen-year-old caller-up carries on, probably, the most historical of all juvenile railway grades.

Originally he was simply a human alarm clock ; as the early railways had all crews on night trains personally called for duty to insure against train delays.

Every engineman, those days, had a small copper token which was collected by the caller-up as evidence that the call was made.

Usually, though, the token was left hanging on a nail outside the sleeper's window and the caller-up, hearing a grunt—or more often a curse—in answer, would lift the token and depart. However, there was an added precaution against the man who slept in after being called. At the second awakening, the culprit had to rise and sign his name in a special book.

Before the days of good bicycles, callers-up operated on foot. Quite often, calls were so closely timed within a nightly hour that the lads had to be fast sprinters to have all crews ready for duty. When one considers poorly-lit rough streets, city night prowlers and the vagaries of weather, it is not hard to imagine the early callers-up as characters like those Dickens wrote of so sympathetically.

The advent of reliable alarm clocks, however, displaced the policy of waking crews and the main job of callers-up now is to advise altered sign-on times and call crews for emergencies.

Nevertheless, present day callers-up still experience two features unchanged over the years. One, the weather ;



“talents of a black tracker”

the other, the same curse or grunt in answer to a night call. Perhaps a variation of the latter is that, in these days of juvenile emancipation, if a caller-up feels a sleeper's wakening remarks bear a personal inference then he is at no loss for a suitable reply.

Emergency calls bring out in a caller-up the talents of a black tracker. Consequently he cuts down on pedal exertion by memorizing the off-duty haunts of those he is seeking, and once on the scent there is no escape for the quarry but to pack a swag and go bush.

Beyond all this the caller-up enjoys the affection of enginemen who know him as “the baby brother of the shed”.

Some teen-agers have the idea that bicycles, like horses, can be dismounted in motion and allowed to find rest unaided under the nearest shady tree. But not so the caller-up.

He respects his steed as a mate in service, and a regular grooming in the way of attention with the box-spanner, pump and oil-can becomes a signing-on ritual. Not to mention a large amount of ingenuity with road breakdowns which sometimes extends the use of rope and wire to a degree that would make a cow cocky stare in reverence.

At eighteen years of age the services of the caller-up are directed to other branches of railway industry. But as he has grown up in a loco. shed, what direction is more fitted to his personality than the foot-plate ?

Thus the majority become engine-cleaners and, as time goes on, the knock on the door becomes a wistful realization to many a driver that he has experienced both ends of a night-time disturbance.



“human alarm clock”

CHANGING HEAD OFFICE

TO many railwaymen—particularly those of the younger generation—the V.R. Administrative Offices at Spencer Street seem as unchanging as the pyramids. But this is not so. Over the years there have been a series of changes—some major and some minor—which have radically changed both the exterior and interior of the building.

FINISHED, in its original state, in January 1893, the head office building cost about £132,000. The Contractor was Mr. James Moore, timber merchant of South Melbourne.

Most spectacular changes to the building were the adding of the third and fourth floors in 1912 and 1922 respectively. A group of statuary on top of the building was removed when the new floor was added. Later, other statuary on the exterior was removed because it was thought to be a possible danger to pedestrians. The decorative gas lamps went when Melbourne got electric power.

Since then, rooms have been en-

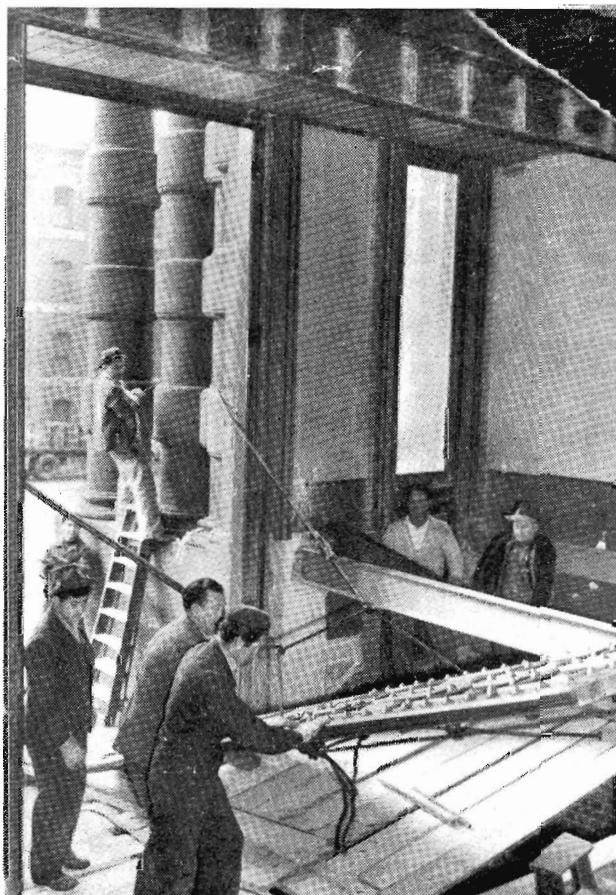
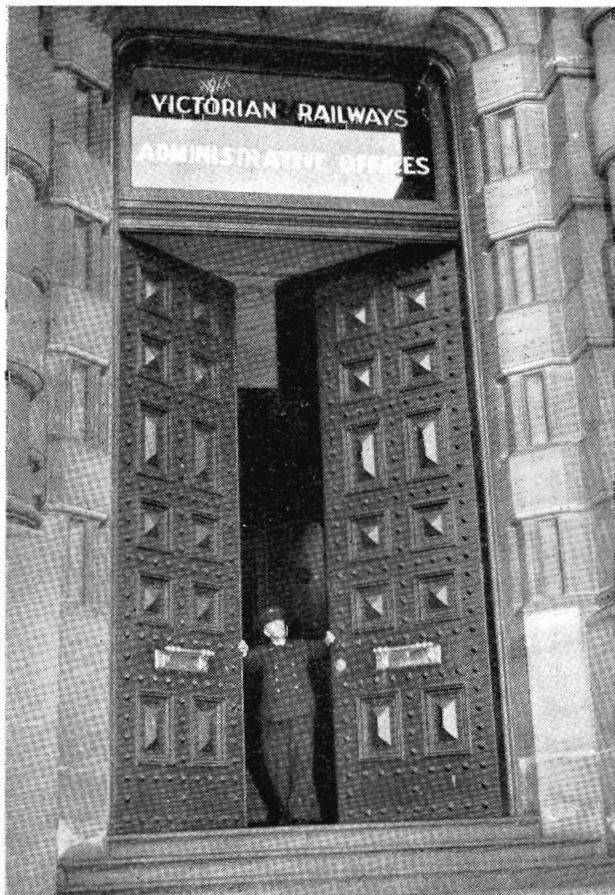
larged or subdivided, special equipment has been installed for the telephone exchange, train control and the photographic section, and, more recently, mezzanine floors have been added in some rooms and in the corridor of the second floor. The latter was to provide space for the library of aerial survey photographs.

During the years there have been changes in the sections occupying the building, such as, for example, the transfer of the testing laboratory to Newport Workshops and of the printing division to North Melbourne.

Latest change is the building of a central reservation bureau to streamline and expedite rail berth and seat reser-

vations. This work necessitated the closing of the central entrance which was not used extensively either by the public or the staff. The old doors have been sent to Spotswood Workshops, to see what can be salvaged from them. Some of the spikes, together with the hinges and fittings, have been kept as replacement spares for the north and south end doors.

Removal of the steps inside the entrance also gave more ceiling space to the basement underneath. At the same time, the old and heavy glazed swing doors at the north and south end of the building were replaced by more modern and much lighter doors.



The massive double doors (left) no longer grace the centre entrance. At right, workmen are busy removing the doors.

AMONG OURSELVES . . .



The Minister of Transport, Sir Arthur Warner, presents trophy to Miss Marlene Barling. At right are members of a party from Geelong.

Railway Staff Ball

SECOND post-war staff ball, held at the Palais de Danse, St. Kilda, on July 31, was a highly successful social function. Official party comprised the Minister of Transport, the Commissioners, and Heads of the various Branches, with their wives. Friendliness and general sociability were remarked on by the Chairman of Commissioners, Mr. E. H. Brownbill, who congratulated the Committee on the excellent arrangements. The atmosphere of the ball was greatly helped by the colourful decorations. Blue and gold streamers were hung in profusion from clusters of balloons surrounding gay travel posters. Giant winged V.R. emblems set in flowers were at both ends of the hall, and there was a special floral piece with coloured lights.

During the evening, a young lady was chosen as "Victorian Railway Girl of the Year." The judges were Mr. Brownbill, Miss Heather Horwood (Miss Teenage of Victoria finalist, 1957) and Mrs. F. Storan (wife of president of ball committee). Winner was Miss Marlene Barling, of the Stores Office, Newport Workshops. Sir Arthur Warner presented her with an appropriate sash and a radio set which he had kindly donated as the winner's trophy.

Miss Barling joined the Railways in 1954 at Spotswood Storehouse. Her main social interest is marching with the famous R.S.L. Marching Girls. She has won three medals for marching in Victorian open competitions, so it is little wonder that the judges were attracted by her appearance and bearing. She was a very popular choice.

Award For Bravery

THE Royal Humane Society of Australasia recently awarded a bronze medal to Repairer J.

Stewart, now of Wodonga, for bravery shown when he rescued Foreman G.W. L. Groves from the path of a train at North Melbourne.

Mr. Stewart, Mr. Groves and another employee were walking between two sets of rails under the Dynon Road bridge when Mr. Groves was struck by an electric train and hurled onto the track on which a Bendigo passenger train was closely approaching. Mr. Stewart pulled him from the rails and held him down between the two sets of track until the train had passed.

The Commissioners brought Mr. Stewart's bravery to the notice of the Royal Humane Society.



Mr. Stewart

Collaborators

MR. JOHN CARROLL who wrote the article on page 10, and Mr. Stan Kelly who illustrated it, are both drivers at Ararat Loco.

Mr. Carroll took a correspondence course in short story writing at the

Royal Melbourne Technical College and has had paragraphs and short stories published in *The Bulletin* and *The Australian Journal*. All have railway backgrounds as will other stories now being written. Mr. Carroll finds such a wealth of material in the railways that he cannot envisage any shortage of ideas for stories. He was fortunate, he says, in having guidance and encouragement from well known writers Mr. Bernard Cronin and Mr. John Morrison.

Although Mr. Kelly has never had a painting lesson, he has had a book published—"40 Australian Eucalypts in Colour"—that won the praise of such an authority as Mr. J. H. Willis, botanist, of the National Herbarium, Melbourne. In a preface to the book, Mr. Willis wrote: "When such an effort is consummated by artistic skill and a subtle interpretation of colour the result is delightful."

Mr. Kelly has also done illustrations of native flowers and trees for *The Victorian Naturalist* and Mr. Charles Barrett, the natural history writer.

Angling Representative

TRRAIN EXAMINER W. EATON of Bairnsdale was a Victorian representative at the Australian Anglers' Association convention held at Hawk's Nest, N.S.W., recently. Mr. Eaton was president of his club for three years, and this year is delegate to the Gippsland Angling Clubs Association. He has quite a sporting record. He played cricket in 1924/25 with Benalla railway team—the district competition winner that season. In 1926 he played with Melbourne Yard Football team, which won the premiership. Tennis also attracted him. Nowadays, he is a staunch Collingwood League supporter.

Wangaratta's S.M.

IN charge of Wangaratta station for the past 4½ years, Mr. H. R. Parker joined as a lad porter at Mordialloc in 1913. Later he went to Sheep Hills as operating porter, and then enlisted in the A.I.F. He served with the 8th Battalion and, later, the Wireless Section, 1st Div. Signals, in Egypt, Sinai and France; his war service totalled 1,681 days (he has a very retentive memory for facts and figures).

He resumed duty at Chewton, was appointed A.S.M. at Longwarry shortly after, and then S.M. at Huon, in January 1919. Later he served at such widely separated stations as Lang Lang, Serviceton, Alexandra, Merbein, Wyche-proof and Kerang.

Mr. Parker is an ardent fisherman and spends most of his holidays fishing and shooting.



Mr. Parker

Family Settles In

WHEN Cable Jointer C. G. Brimfield, of the Electrical Engineering Branch, was recruited for the V.R. under *Operation Snail*, the Department indirectly gained three more staff members. Mr. Brimfield's son, Norman, is a clerk at Camberwell, his son Raymond is a fifth-year apprentice upholsterer at Jolimont Workshops, and his daughter Gillian is a

junior comptometrist in the Accountancy Branch. They all joined the Department of their own accord since reaching Australia. Mr. and Mrs. Brimfield have another daughter at High School and a son of 5 who was born here.

Mr. Brimfield is a Welshman who lived in London for 25 years. During the last war he was an emergency high tension cable jointer for Hampstead Electricity Supply. He was also in the Home Guard.

After the war, Mr. and Mrs. Brimfield looked to the future for their children. They realized that there were many more opportunities for them in Australia. They arrived in Victoria in June 1951 and, since then, have found all their expectations fully justified.

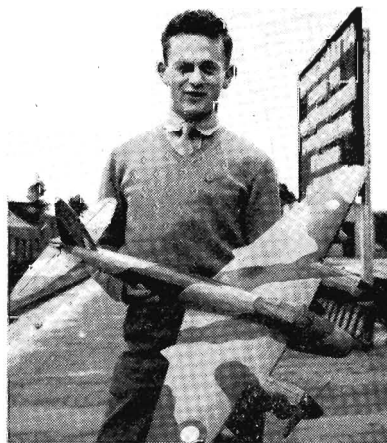
Mr. Brimfield's job has taken him to various parts of the State and he has seen quite a lot of Victoria. In his spare time he looks after the garden in his pre-cut home at Sunshine.

The whole family have now settled in. Norman has married an Australian girl, and Raymond is being married in January.

Refreshment Duo

MANAGER of the Wangaratta Refreshment Rooms, Mr. J. Klason is a relative newcomer to the railways. He began at Ouyen only 3 years ago, and was there for 18 months before coming to Wangaratta. Mrs. Klason, however, took her first job at Warragul Refreshment Rooms, and was there until she married. Later, she relieved there during staff shortages, and eventually persuaded her husband to join the Department. Previously, Mr. Klason had 5½ years close contact with the railways as a driver on the Warragul-Noojee co-ordinated road service.

For recreation, Mrs. Klason played tennis at Warragul and Ouyen, but now she and her husband are keen on fishing. Both are ardent football supporters—but of opposing teams.



Ian Garth and his model of a "Mosquito"

Trains And Planes

JUNIOR CLERK I. F. Garth, of Wangaratta, has been building model planes for about 12 years. Keen on planes as well as trains, he did his National Service Training with the Air Force. Also, he is a member of the Gliding Club of Victoria.

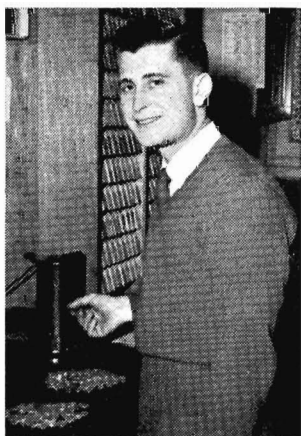
Taking up photography some years ago, he has now switched to movies. He has taken about 3,500 feet of film covering such places as Cairns, Brisbane, Townsville and Alice Springs as well as Wangaratta. He is particularly pleased with some shots of *Spirit of Progress* hauled by an S class loco, and others of H 220, *Heavy Harry*.

Hat Trick

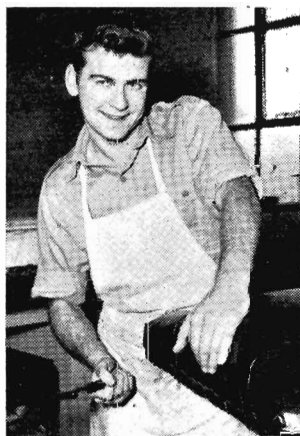
VICE-PRESIDENCY of three organizations was achieved by the Claims Agent, Mr. A. W. Cobham, when he was recently elected Vice-President of the Lawn Tennis Association of Australia—a most important position in tennis administrative circles. He is also Vice-President of the Melbourne University Football Club and the Victorian Railways Institute.



Mr. Brimfield



Norman



Raymond



Gillian



Mr. Barden

Passed S.M. at 21

JOINING the Department in 1952 as a lad porter at Essendon, Mr. R. T. Barden passed the stationmasters examination just after his 21st birthday. He had already gained certificates for double line block, staff and ticket, ticket checking, and ambulance—all in his own time. Mr. Barden's father was a repairer at Nyora and later, for a time, yard porter there. This probably helped him decide on a railway career.

After working on farms around Nyora for a couple of years, Mr. Barden joined the V.R. when he was 17. He became A.S.M. at Rosanna in February 1956, and later A.S.M. at Albert Park. From there he went to the relieving staff.

Keenly interested in boxing, he fought in three preliminary bouts at the Stadium as a lightweight. Now he spends his spare time either watching boxing or barracking for Collingwood football club.

In speaking of his success at Departmental examinations, Mr. Barden pays tribute to the kindly help given him in his studies by Stationmasters H. R. Davis (Essendon) and T. C. Bregazzi (Graham).

Thanks

FOR the efforts made by Ballarat Railways Hospital Auxiliary in support of the hospital. Over a period of approximately 30 years the Auxiliary has provided much equipment, including mobile X-ray plant, film projector, kiosk, audiometer, and tissue processing machine for cancer investigation. In addition, the Christmas Day visit is a source of great pleasure to patients and staff. Mr. Harry Robertson, Yard Foreman, is "Father Christmas" and Mrs. Robertson "Mary Christmas". Mr. Sanderson, S.M., is an interested member, while Mr. J. F. Townsend of Ballarat North Workshops is president. The bond between the hospital and the railways is a strong one."

—A. E. Miller, Manager, Ballarat and District Base Hospital

For "the efficiency and courtesy of the conductor on the Sunday train from Euroa. He was most helpful to passengers and made the journey a pleasant one".

—N. D. Allen, 47 Cochrane Street, North Brighton

"To Live Stock, Melbourne, and the Melbourne Control Officers for their very thorough co-operation in the prompt carriage of seven trucks of very valuable Hereford cows and calves from Mauthora to Pakenham recently."

—M. McNamara, 6 Stradbroke Avenue, Toorak

For "the greatest of co-operation and attention from your staff at Shepparton during the twenty-six years that I have had dealings with them".

—W. G. Sanderson, W. G. Sanderson Pty. Ltd., Shepparton.

To Victorian Government Tourist Bureau, "For the organization of the trip by a party of boys from Melbourne to Kalgoorlie. Arrangements concerning the travel were splendid and we desire to thank all officers concerned."

—G. S. Ormandy, Head Master, Leon-gatha High School

To the Live Stock Agent for "your courtesy and patient help to me and my herdsman" in connexion with the special train taking cattle to the Royal Sydney Show.

—Russell Stokes, Albert Street, Brunswick

"For the splendid work being carried out by railwaymen in Ballarat and for the work done by members of the Ballarat Railway Carnival Committee. Mr. R. G. Caddell, who has been the live wire secretary for 40 years, stated that the Committee had now helped this Home to the extent of £30,000. A truly remarkable effort."

—Eric R. Morton, Secretary and Superintendent, Ballarat Orphanage

"For the great help given to me at Princes Bridge by a Lady Porter (110 I think). She went to great trouble for me in recovering a lost Training Manual."

—J. E. Farrell, Postmaster, Dimboola

For "the assistance given in connexion with the dispatch of parcels of books to country stations. It greatly assists our activities in this work".

—R. Halford, Hon. Secretary, Bush Library Committee of the Victoria League

For "the fine service one of the station porters rendered to my wife when she had to leave the train at North Richmond because of illness. I did not get the porter's name, but his cap number was 789".

—R. E. Elverd, Abbotsford

"For the accommodation and meals available on the Albury Race Special, which were deserving of congratulations from all passengers who travelled on this very efficient service".

—T. P. Wadell, Flemington



How many of our readers remember the Headlight Costume Comedy Company, of Korong Vale, which gave many concerts to aid V.R.I. funds and charity. All the members were railwaymen: (left to right) back row, J. Connors (King's piper), C. Dixon (light comedy), E. Pike (vocal); front row, J. Allan (producer and comedian), E. Campbell (pianist), A. Lilburne (baritone), B. Hobbs (tenor), A. Thomas (bass baritone), A. Daggart (comedy). This picture, taken in 1923, was sent in by retired E.T. Driver Jack Allan, the producer.

To a New Australian station attendant at Spencer Street "who so impressed my family by his courteous attention that I felt I must write and express my thanks".

—R. J. Clark, *State Savings Bank, Nhill*

For the courtesy and help given by a member of the staff of the Spencer Street luggage hall when "I discovered that my check ticket was missing."

—R. Williamson, *Box 174, Geelong.*

To Mr. R. Caddell, Ballarat Branch, V.G.T.B., "for your part in the organization of our trip to Adelaide, which was an outstanding success."

—Barry W. Thompson, *President, Ballarat Teachers' College Trip Committee*



Mr. Ainsworth

Ship To Rail

HANDLING parcels comes easy to Parcels Assistant Kevin Ainsworth of Bairnsdale, for he spent four years as skipper of a boat carrying supplies to Roman Catholic missions in the Northern Territory. The 60 ft. boat, *Margaret Mary*, equipped for diesel and sail, had a crew of four native boys. Supplies were taken from Darwin to such places as Pt. Keats, Bathurst Island, Melville Island, Cape Don Lighthouse, and Goulburn Island. Mr. Ainsworth returned to Bairnsdale, of which he is a native, in 1955, and joined the Department. During his years in the Territory, he took a number of 35 m.m. slides, and has added local scenes to these. Mr. Ainsworth is a member of a railway family; his father was a guard, and his brother is A.S.M. at Morwell.

Electrical Changes

MR. W. H. SMITH, engineer in charge of the Electrical Engineering Branch Drawing Office, retired recently. In his early years Mr. Smith was employed, in a professional capacity, with private organizations, mainly the old Melbourne Electric Supply Company (absorbed by the S.E.C.). He served with the A.I.F. in the first world war, and was



Some of the Newport Workshops' men who assembled to say good-bye to Sub-Foreman N. A. Donald (centre) on his retirement after 50 years' service, practically all at the Foundry. A number of retired men came back to join the send-off. Friends say Mr. Donald will be working harder than ever now—in his garden. He is a brother of Mr. K. Donald who retired last year from the Head Office section of the Traffic Branch.

commissioned in the field. After the war he went to U.S.A. to gain experience, working with several firms in Chicago and San Francisco. On his return to Australia in 1922, Mr. Smith joined the V.R. as a draftsman. He was farewelled by Mr. A. C. Stockley, Chief Electrical Engineer, at a very large gathering of his colleagues. He has been succeeded by Mr. P. H. Jones.

South Africa to investigate main line electrification there. He has been Chief Train Controller for 18 years.

Starting as a lad porter at Drysdale in 1920, Mr. Butler was transferred to Geelong the following year and then to Port Fairy as a clerk. After working at various stations in the south-western district he was for nine years at North Geelong before going to Cohuna as stationmaster. Considerable experience as relieving stationmaster and in control duties at Geelong preceded his transfer to Central Control at Head Office, in 1944—as a suburban controller. After a period at Ballarat, he returned to Head Office in 1946. Recently, Mr. Butler visited the country control centres, staying for some time at each, to keep abreast of traffic developments. He thus begins his new duties with a comprehensive knowledge of one of the Department's most important centres.

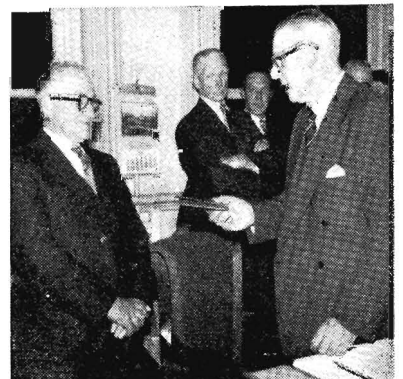


Mr. Smith

Change Of Control

MR. H. A. ZEIS has retired as Chief Train Controller, and has been succeeded by Mr. F. Butler.

Mr. Zeis, who has had 48 years' service in the Department, has been associated with train control from the beginning of the system. From 1922-26 he was the assistant train running officer at Geelong. When the selector-phone system began, in 1926, Mr. Zeis came to Head Office and, ultimately, worked on all the boards. In 1949 he was one of the group of officers sent to



Mr. F. D. Greene, Superintendent of Train Services, (right) presents Mr. Zeis with a wallet of notes.

Photo : G. Giannino



When they were young. Transportation Branch Head Office football team in 1914. Back row (from left): A. Helsham, F. Wilmot, unknown, C. Davis, C. Horton, C. Holmes, C. Letham, G. Linton. Middle row: A. Frost, W. Enderby, T. MacDermott, Umpire T. Nelson, K. Donald, T. Henderson, — Goble. Front row: V. Annand, T. Kennedy, F. Beeching, N. Young.

SPORTS

Football

V.R.I. Football League concluded a very successful season, marked "by an increase in the number of registered players taking part.

In the final, Suburban Lines defeated Melbourne Yard (12 goals, 9 behinds to 6 goals, 13 behinds) but were then defeated in the grand final by Loco. (6 goals, 9 behinds to 4 goals, 12 behinds).

Best and fairest player for the season was F. Lehnle (Loco.), runners-up being R. Harley (Loco.) and K. Mathison (Yard). Lehnle, it may be recalled, was also judged best and fairest for last season, ahead of Mathison and Harley.

Tennis Association Comes of Age

THIS season's annual presentation of trophies marked the twenty-first year of the V.R.I. Tennis Association. As a memento, a special presentation was made to ten life members.

Mr. E. H. Brownbill, Chairman of Commissioners, and Mr. F. Orchard, President of the Victorian Railways Institute, attended the presentation of the Dunkling Shield (for A grade competition) and the Pimm's Cup (B grade). Trophies were presented by representatives of the donors, Dunklings the Jewellers Pty. Ltd. and Nathan and Wyeth Pty. Ltd., to the winners—Rolling Stock A and B grade teams.

Next annual meeting of the Association will be held during the first week in October to draw up a programme for the coming season.

Table Tennis

IN the table tennis competitions, Accounts, Train Services, Drawing Office and Jolimont teams reached the finals. In the grand final, Jolimont won from Drawing Office—7 games to 4.

This concluded an interesting series of games, revived after two years. During October an open doubles championship will be held. Intending players should contact Mr. J. Evans (auto 2126).

Boxing And Wrestling

CONSIDERABLE increase in boxing events was a feature of the annual V.R.I. boxing and wrestling competitions held in the main hall, Flinders Street. They extended over three nights, with 42 boxing bouts and 37 wrestling.

Hockey

THE V.R.I. hockey team had a most successful season. Playing in the Victorian Amateur Hockey Association competition, it was running neck and neck with Geelong, when *News Letter* went to press, and looked like winning the premiership of its zone, the northern. Out of 17 matches played at time of writing, the V.R.I. team had won 13, drawn 2 and lost 2. Nine other teams are in the northern zone—Strathmore, Footscray, Univer-

sity, Essendon, Geelong, Ivanhoe, Essendon Grammar, Altona and Ascot Vale. Intending players should telephone Mr. P. Johnson, Jolimont Workshops (auto. 1984) or Mr. P. Gibb, Spotswood Workshops (auto. 1355).

Country Carpet Bowls

THIS year's Country Carpet Bowls competition was held, for the first time, in the main hall of the Institute buildings at Flinders Street. Results will appear in a later issue of *News Letter*.



Trucker G. Redenbach, Bairnsdale, plays in St. Mary's B grade badminton team. A few years ago he played tennis with Bairnsdale, and did both sprint and distance running at Bairnsdale and Maribyrnong. His father was a great runner.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1957



THE MONTH'S REVIEW

Good Staff Work

BECAUSE so many people wrongly think of the Victorian Railways as a purely business organization without a soul, they often find themselves agreeably surprised. Some of them then let the Department know just what has influenced their change of thought.

Latest example is that of Mr. C. H. Lord, of Surrey Hills, who left his case in the train. He discovered his loss just after going through the outlet barrier at Flinders Street. When he explained what had happened, the ticket checker allowed him to return and gave him a ticket to get out again.

When Mr. Lord got to the platform, the train was just being shunted. However, the guard stopped the train, and Mr. Lord retrieved his case. He offered the guard a gratuity, but it was not accepted.

Mr. Lord was so pleased with the treatment he had received that he promptly telephoned the Public Relations and Betterment Board to tell them all about it.

This is just another example of the many ways in which the staff are building goodwill.

New Mildura Service

LATEST named train is *Mildura Sunlight*, which now runs in each direction on Tuesdays, Wednesdays and Thursdays. The new train, which went into service on September 3, features the latest saloon type carriages, with their adjustable foam-rubber-upholstered seats. The new time-table provides for departure from Melbourne at 7.50 a.m. and arrival at Mildura at 6 p.m. Departure from Mildura is 9.10 a.m. with arrival in Melbourne at 7.10 p.m. The night train between Melbourne and Mildura now runs on Sundays and Fridays. In addition to its air-conditioned sleeping cars, it also includes the latest saloon-type sitting cars.

Tenders For Harris Trains

TENDERS have been called for a further 30 seven-car *Harris Trains*.

These will have seating accommodation for 515 people, but less standing room than the existing *Harris Trains* which seat 465 passenger. This change is being made to provide more comfort for the progressively increasing number of long-distance suburban passengers.

The new trains will also embody improvements which have been incorporated into the twelfth of the *Harris Trains* that went into service recently.

Although a tremendous improvement on the older type of suburban trains, the *Harris Trains*, when introduced, had undercarriage rumbles at the ends

of the cars. This was noticeable because of the low level of noise in the car itself. This noise has been subdued by using non-metallic bushes in the buffing gear and improving the design of associated parts. After being progressively shopped for examination, the first 11 of the *Harris Trains* will return to service with these silent running improvements.

Centralized Booking

LAST month, a Central Reservation Booking Bureau was established to streamline and expedite rail berth and seat reservations. The new bureau was built on the ground floor of the Administrative Offices in Spencer Street. The work necessitated the closing of the central entrance which was not extensively used by either the public or the staff.

Under the old system of booking, train accommodation was allocated to the Victorian Government Tourist Bureau and Spencer Street Station. While this worked reasonably well, the dual booking method has disadvantages.

On the other hand, the new system will :

- ensure an equal booking opportunity for everybody in strict order of application,
- minimize the risk of error,
- facilitate the new booking service to the country from most suburban stations, and
- enable the Commissioners to give approved travel agencies the facility to book rail travel.

"Ticket To Nowhere"

SHORTLY before the advent of the *Mildura Sunlight* service, a prospective traveller called at the Victorian Government Tourist Bureau and bought a Sunday bus ticket from Bendigo to Mildura. He wanted to make the journey by daylight. Before the Sunday arrived, however, the bus service was cancelled.

The Bureau didn't know who he was, but the story of the ticket that would take him nowhere was published and broadcast. The passenger quickly learned of his predicament—his sister read it in the paper and friends heard it on the radio.

But he still made his trip by daylight—for when he returned to the Tourist Bureau he was booked on a plane.

Rail, Road, Air and Sea

BOOKINGS for a number of shipping lines can now be made at the Victorian Government Tourist Bureau. These are: United States Lines (Trans-Atlantic), American Pioneer Line (Australia to east coast of U.S.A. via Panama), Wilhelmsen Line (world wide services), Australia-

West Pacific Line (Australia to Japan), and Flotta Lauro (Australia to Italy).

The adding of shipping to the already comprehensive services of the Bureau will enable it to more fully carry out its twofold approach to travel. Foremost is facilitating and encouraging Victorians and interstate and overseas travellers to visit the many tourist attractions so readily available in Victoria. Secondly, to provide a service for Victorians who wish to travel abroad.

As the largest travel agency in Australia, the Victorian Government Tourist Bureau can give a travel and information service second to none.

Y's Beyond Their Years

TWO veteran locomotives are now being scrapped: Y 101 and Y 132. They have "reached an age and degree of obsolescence which would render their reconditioning uneconomical".

Y 101 went into service in April 1889 as Y 403, built by the Phoenix Foundry Company, Ballarat. It was renumbered in 1951. Y 132 began as a New R (number 483). It was built, in 1891, by Robison Bros., Campbell and Sloss, South Melbourne. It was reclassified as a Y in 1931, and renumbered in 1951.

These Australian-built locomotives have given good service over the years. Six of the Y's are still running, Nos. 100 (in service January 1889), 106 and 108 (February 1889), 112 (July 1889) 127 (August 1890) and 131 (March 1891).

Cast To Last

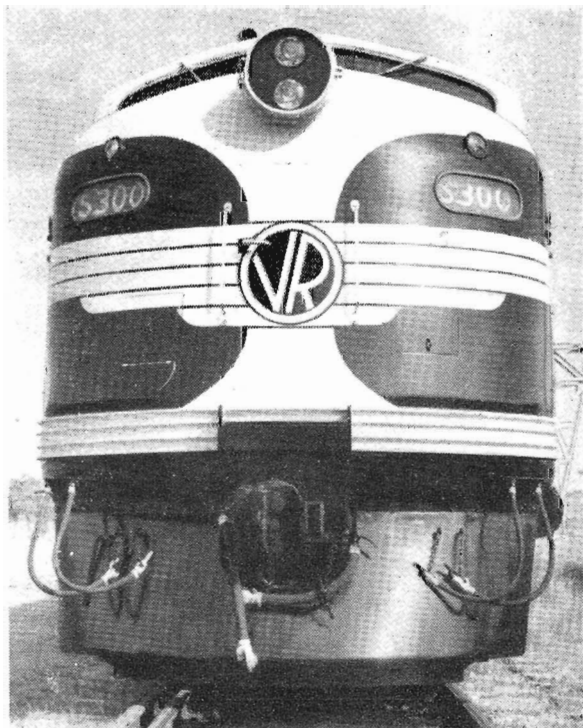
WHEN the spouting at South Melbourne station was being renewed recently, it was found that the spouting removed was that originally erected when the present station was built. The St. Kilda line was opened in 1857, when South Melbourne was known as Emerald Hill. In 1887, a contract (No. 2943) was entered into with Messrs. Furneaux, Besly and Angel for the erection of new station buildings at South Melbourne for £2,846-17-9. This work was completed during the financial year 1888/89. The spouting used on these buildings was of cast iron, a material much in favour in those days.

FRONT COVER

Under go the 5 ft. 3 in. bogies of S 300, *Matthew Flinders*, with the assistance of the Army's 50-ton gantry crane at Bandiana. Picture shows the rear end of the locomotive with the vestibule allowing passage to and from an adjacent carriage.



S 300 ARRIVES!



FIVE years ago, the first of the V.R. diesel-electric main line locomotives, B 60 (*Harold W. Clapp*) made history by running from Sydney to Melbourne under its own power. In August, its big brother, S 300 (*Matthew Flinders*) followed in the same track.

LEAVING Sydney hauling a 750-ton goods train, *Matthew Flinders* brought its 5 ft. 3 in. bogies with it to Bاندiana. Here, with the aid of the Army's gantry crane, the body of the locomotive was lifted and the V.R. bogies fitted.

Following this, the locomotive ran a trial run to Barnawartha and back. Then it hauled a 795-ton goods train to Benalla, returning to Albury with an 860-ton goods train. On the Monday morning, it brought *Spirit of Progress* from Albury to Melbourne.

Driver A. Donoghue was at the controls, and with him on the journey were Mr. E. H. Brownbill, Chairman of Commissioners, and Mr. G. F. Brown, Chief Mechanical Engineer.

On arrival at Spencer Street Station, Mr. H. Limmen, General Manager of Clyde Engineering Company (builders of the locomotive) presented the key of the cab door to Mr. Brownbill.

Among these at Spencer Street to greet *Matthew Flinders* were Mr. N. C. Harris, former Chairman of Commissioners,



Pushing a 5 ft. 3 in. bogie into position.

and Mr. A. C. Ahlston, former Chief Mechanical Engineer. Mr. Ahlston had been aboard B 60 on its first trip to Melbourne.

These are the third group of V.R. locomotives to be classed as S. The first were 4-6-0 goods locomotives built by Phoenix Foundry, Ballarat, in 1883. They were numbered 197 to 215 (odd numbers only). Second were the four famous 4-6-2's which were streamlined in 1936-38 to haul *Spirit of Progress*.

The new locomotive, of which 10 are on order, embodies all the latest developments in locomotive design in U.S.A. It is, in effect, an improved series of the model represented by the B class. It has a new type of engine which gives a greater power output, and a new type of controller. The engine is twice the size of that in the T class locomotives.

Unlike the B class, the S class are single-ended, but are fitted with a hestler control at the rear end to

facilitate yard movement in the reverse direction.

Main duty of the new S class locomotives will be on the Melbourne-Albury run (both passenger and goods), on *The Overland* and the Adelaide fast goods service and other fast passenger and goods trains. Their axle load enables them to run on the same lines as the B class, so that they can be used on any main line.

Technical details of the S class are :

Weight (fully loaded) : 114 tons.

Tractive effort, starting : 63,800 lb.

Tractive effort, continuous : 50,000 lb.

Speed at continuous rating : 11 m.p.h.

Maximum permissible speed : 70 m.p.h.

Gear ratio : 59 18.

Number of driving wheels : 12.

Adhesive weight : 100 per cent.

Wheel diameter : 40 in.

Fuel oil capacity : 1,500 galls.

Lubricating oil capacity : 165 galls.

Cooling water capacity : 175 galls.

Bogie centres : 34 ft. 0 in.

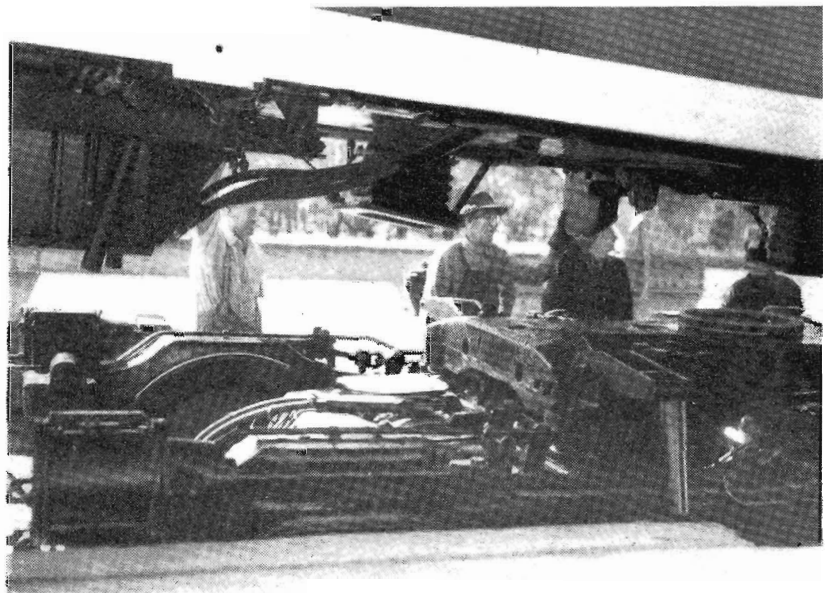
Bogie rigid wheelbase : 13 ft. 2 in.

Minimum curve radius : 274 ft.

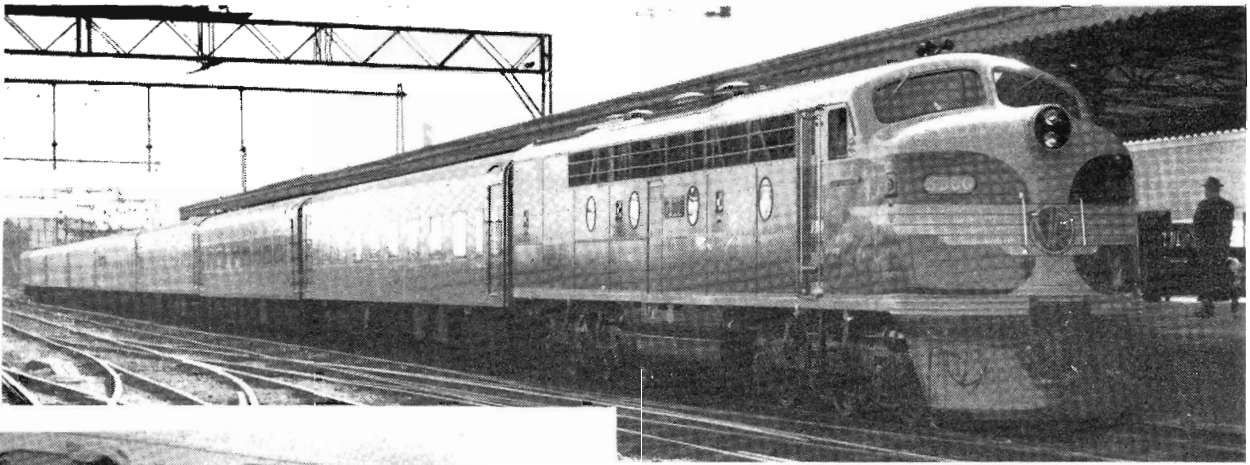
Length overall : 62 ft. 6 in.

Height above rail level : 14 ft.

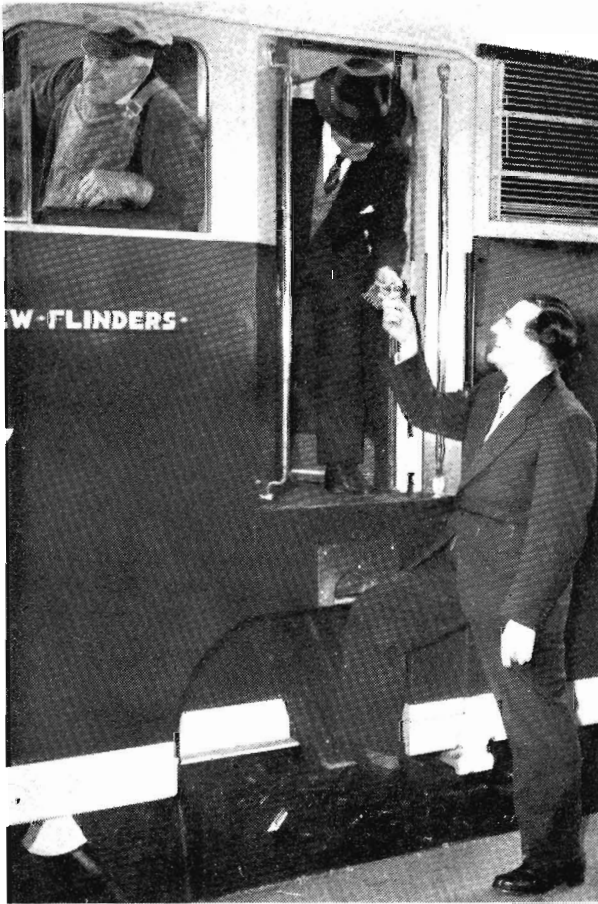
Width overall : 9 ft. 9 in.



Fitting the new bogie.



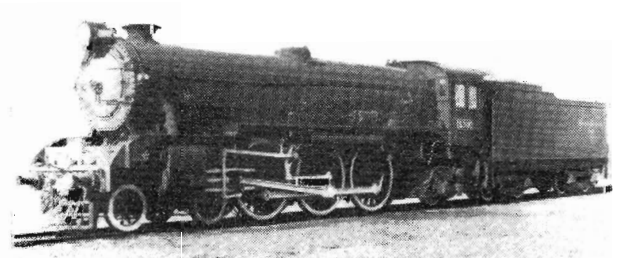
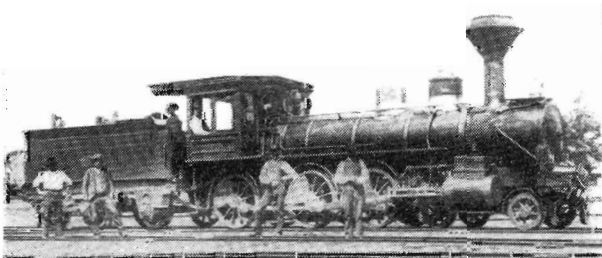
Matthew Flinders brings Spirit of Progress into Spencer Street.



Mr. Limmer hands the key to Mr. Brownbill. Driver Donoghue watches the photographers going into action.



T.V. cameraman takes a picture of the Commissioners and Clyde Engineering Company officials. Left to right— Messrs. Brownbill, Quail, Limmer, Meyer and Lee.



S 300's older brothers—1883 and 1928 vintage.



View from Bent Street, looking towards Princes Highway. The flyover bridge is in foreground and behind it is the new Princes Highway bridge. At left is the existing Princes Highway bridge. Track in foreground is that leading to grain elevators.

NORTH GEELONG WORKS

GEELONG Harbour Trust's comprehensive programme of development at Corio Quay involves the building of new wharves there and the transfer of coal traffic from Cunningham Street Pier, where the existing wharves are outmoded and inconveniently located.

The Trust proposes to equip the new coal wharf with modern appliances, and adequate rail facilities are essential to maintain the flow of trucks and rapid clearance of loading necessary to ensure a quick turn round of ships.

Enlargement of the Grain Elevator Board's terminal to hold an additional 18 million bushels of wheat, and an increased output from the Cresco fertilizer works will also involve greater demands for rail service.

Under present conditions, rail operations between North Geelong and the

sidings on the eastern side of the railway involve cross movements over the main Melbourne-Geelong passenger and goods lines. As more than 750 truck movements daily are necessary, considerable delays occur in placing and clearing trucks.

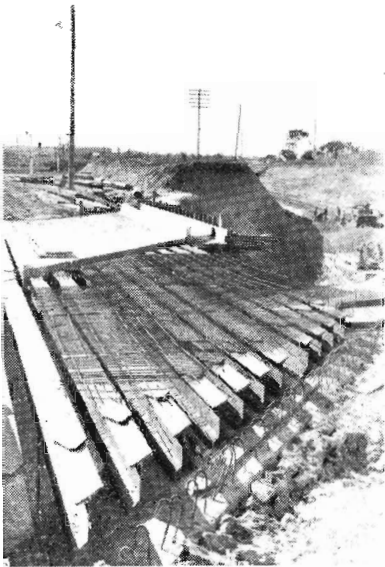
It would be impossible to handle the traffic from the new wharves in addition to the present traffic across the main lines.

To cope with the development, the main yard at North Geelong will be given direct connexion to the wheat terminal sidings and to Corio Quay by a new track passing under Princes Highway and under the main Geelong line. A direct connexion is also to be built from North Geelong 'C' Box to connect with the track from the yard, and thus give wheat trains a route to the terminal elevator without having to go into the yard.

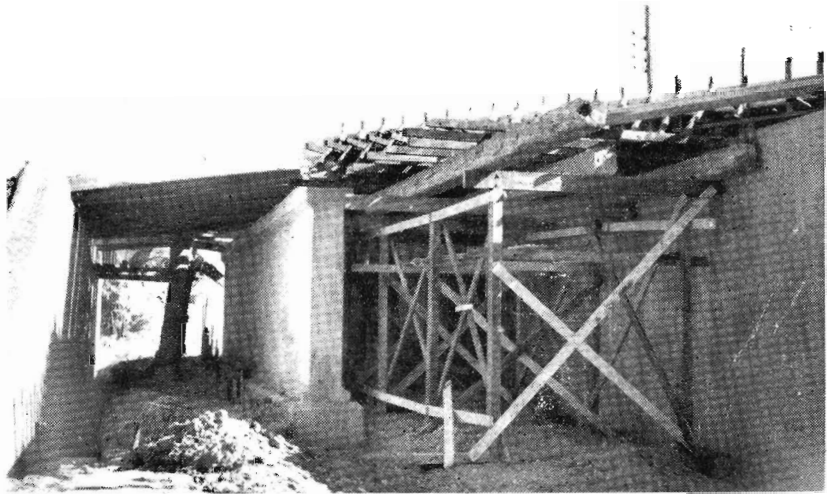
The underpass will overcome present disabilities and will ensure continuity of service, especially during the peak of the wheat receipt season. Turn round of trucks will be greatly improved.

Work on the scheme is progressing. All earthworks and main drainage are practically complete. Bridgework is well in hand—the bridge at Cowie's Creek is ready for one track, and the bridge to carry the main line over the underpass is approaching completion. At Princes Highway, the bridge must be built in two halves to avoid interfering with road traffic. The steelwork for the first half is now being placed. A temporary bridge has been built to carry the existing loop line over the new connexion, whilst two existing road bridges have been underpinned.

Track laying is in hand, and is reaching the stage when some connexions can be made.



Above is portion of the deck of the flyover bridge for the main line. Low level lines to grain elevators and Corio Quay will pass under this.



Above right shows the formwork for pouring deck of flyover bridge.

At right—Placing of main girders on the first half of the Princes Highway bridge.



Below is a view from the main line, showing Bent Street bridge. The track under the bridge leads to the grain elevators. The lead-off to the left goes to Cresco Fertilizers, the Freezer works, and Corio Quay.





AROUND THE SYSTEM

Goods train crossing Sandy Creek viaduct, between Tallangatta and Wodonga. The viaduct is being raised 8 ft. and lengthened by 120 ft. to cope with the increased storage capacity of the Hume Dam.



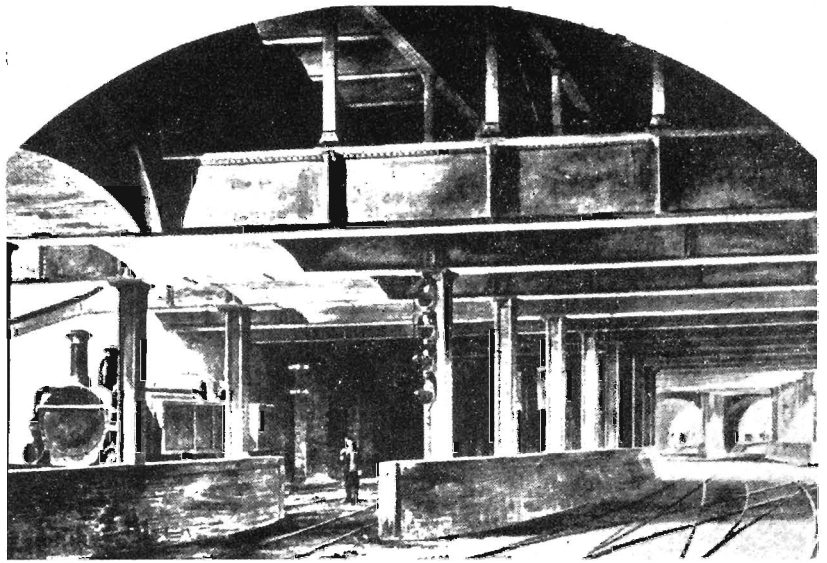
Opportunities for railway careers were stressed in this V.R. Exhibit which was part of the special Education Week display at Swinburne Technical College.



New type pedestrian gates at Poath Road, Hughesdale, make it easy for mothers with prams. The gates normally remain open, and are closed mechanically by the gatekeeper for the passage of trains.

LONDON'S FIRST UNDER- GROUND

by E. W. Jones



The first section of the world's first underground railway. The engine sidings, with a colour light signal in the foreground.

DURING the 19th century, transport was revolutionized. With the introduction of steam motive power, hitherto unheard of speeds were attained on both land and sea, and it became possible to scientifically schedule journeys regardless of wind and tide.

Railways were dynamic in their growth. In 1804 the first locomotive was made, 1830 saw the Liverpool to Manchester railway operating with Stephenson's *Rocket* hauling trains at over 30 miles an hour, whilst in 1853 the first underground railway company in the world was formed to construct a track between Paddington and King's Cross.

The North Metropolitan Railway Company came into being when the Great Western Company agreed to subscribe £175,000 on condition that the underground formed a link with

that company's system and the city, using a broad gauge track.

Nothing further took place until 1854, when the company was re-incorporated with the provision that its tracks should be of mixed gauge. A third rail outside the uniform gauge made provision for Great Western rolling stock.

Finance was the stumbling block, and it was 1859 before the City of London subscribed £200,000 to enable the work to proceed.

As the track followed public thoroughfares for most of its four miles, its engineers, John Fowler and Benjamin Baker, decided on the cut and cover method as the most efficient system to use. Melbourne's proposed underground would use this style of construction, also.

An interesting summary of the company's plans appeared in the *Illustrated London News* during 1860, in which the writer commented on both the rolling stock and method of construction used for the tunnels.

"It is intended to run light trains at short intervals and calling at perhaps alternate stations. All risk of collision will be avoided by telegraphing the arrival and departure of each train from station to station, so that there will always be an interval of at least one station between trains.

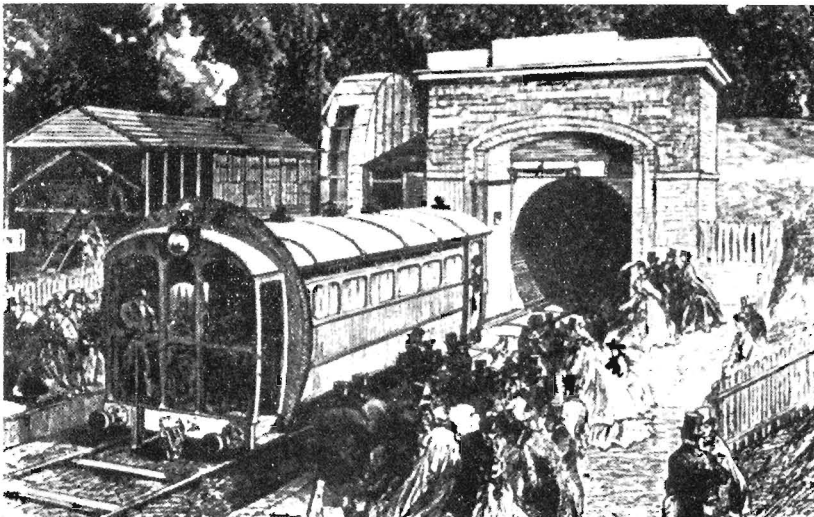
"The locomotive engines are of novel and ingenious construction. They will have no firebox, but will be charged with hot water and steam by fixed boilers at the termini, and will be furnished with a large heater to assist in maintaining the temperature.

"Each locomotive should have sufficient power to complete a double journey. Messrs. Stephenson and Co. have been commissioned to build a broad gauge engine on these principles to be employed in the construction of the works.

"The general character of the archway may be gathered from the engraving of Baker Street Station. The ordinary process is to open the ground, construct the archway, and then replace the surface. This is not only a much cheaper process than tunnelling, but it admits of the work being finished in a more complete style and rendered perfectly watertight."

Practice does not always follow theory, especially in engineering projects as novel as London's underground was at the time of its construction.

Its builders found that, whenever cracks or settling occurred in buildings adjacent to the railway cutting, exorbitant claims for compensation were made. It was said that many buildings were literally papered with bank notes



The forerunner of the present deep level tube railways. An experimental pneumatic tube car at the Crystal Palace in 1864.

to repair the cracks, so heavy were the payments made.

To increase the engineers' worries, in 1862 the Fleet sewer burst and flooded the construction works with evil smelling fluid to a depth of 10 feet.

Whilst the track work was proceeding, special rolling stock was being made. The locomotives were the joint effort of John Fowler and Daniel Gooch. The latter was responsible for the invention of condensing tanks into which the exhaust steam from the locomotives was passed instead of escaping into the atmosphere and polluting the air in the tunnels.

On the completion of the track work in 1863 the underground was officially opened, with a frequency of four trains each hour. Fowler had calculated that this time-table would enable the tunnel atmosphere to be kept reasonably clear.

The railway was a success from the beginning. Traffic for the first three weeks averaged 30,000 passengers daily, with the result that the Great Western Co. wanted to increase the number of trains and the revenue.

When the Metropolitan directors refused, the Great Western Co., which owned the rolling stock, took its trains off the system.

Not to be outdone, the Metropolitan Co. asked for help from the Great Northern Co. with whose system it had linked up by a new branch line. Their new partners immediately transferred what locomotives and carriages they could spare to the underground, which carried on without the Great Western Co.

It was not long before their old partners found they were losing by not using the Metropolitan underground track and the quarrel was soon forgotten.

With the constant increases in traffic, the original schedules were amended until the locomotives were run until their condensing tanks were almost dry and useless. Smoke from the locomotives so polluted the tunnel atmosphere that some genius arrived at the conclusion that systematic patronage of the underground was a sure cure for asthma, always providing the patient did not succumb before the treatment was complete.

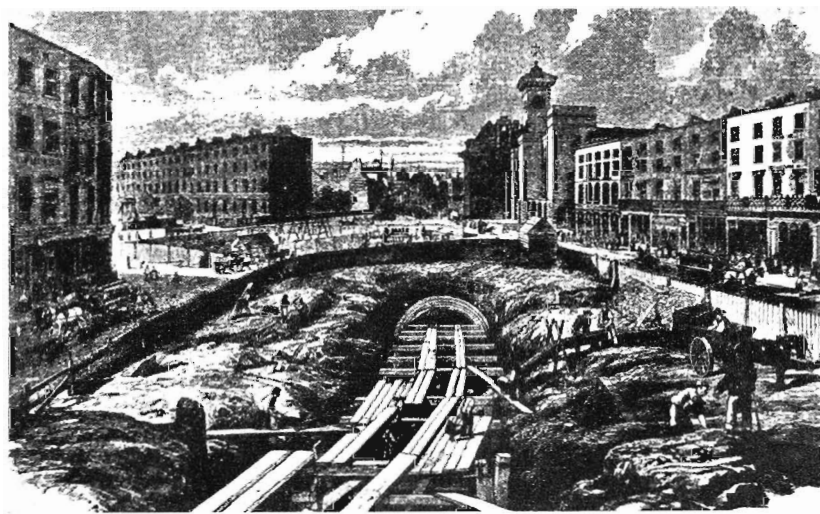
Steam locomotives were used for 42 years, even after the introduction, in 1890, of the electric locomotive, which proved the solution to the smoke pollution problem.

An interesting experiment to overcome the fumes from the locomotives was made by the Pneumatic Dispatch Co. which operated an underground line for carrying mail. Compressed air was used to propel the waggons through the tunnel like peas in a pea-shooter. An experimental passenger carrying car using the principle was demonstrated at Crystal Palace, but nothing ever came of the scheme.

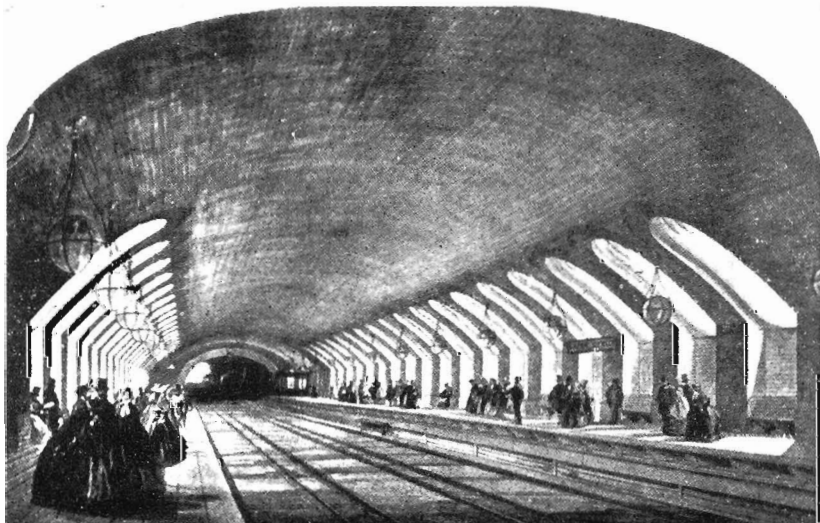
From 1870 onwards, new deep tube railways spread in all directions beneath London until now the system is famous throughout the world.



An illustration showing the design for the underground station at Baker Street.

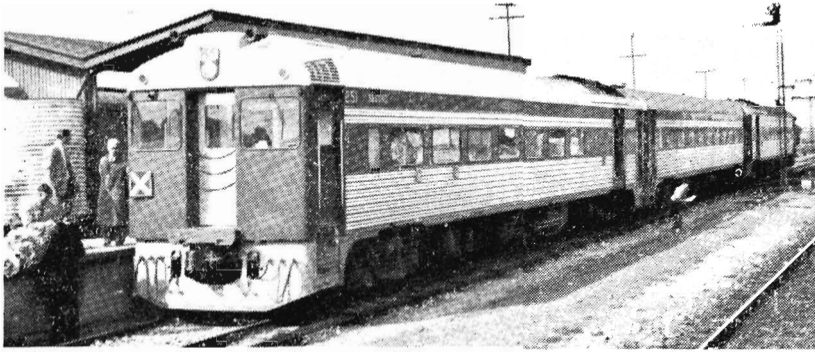


Excavations for the underground railway near King's Cross.



The underground station at Baker Street. Open cuttings were almost as numerous as the tunnels. The tube railways as later constructed were totally underground lines.

LINES FROM OTHER LINES



This South Australian Railways *Blue Bird* rail-car, running between Mt. Gambier and Adelaide, was photographed, at Tailem Bend, by Clerk D. C. McLean. These air-conditioned cars, designed for country services, normally run as 3-car sets, two of the cars being powered.

Diesels on *Royal Scot*

TWIN diesel-electric locomotives now haul the *Royal Scot* expresses between Euston and Glasgow Central. Nos. 10000 and 10001 take the train from Euston, returning on the 9.55 p.m. from Glasgow the same day; and Nos. 10201 and 10202 haul the 10 a.m. from Glasgow, returning with the 9.10 p.m. from Euston the same day. Thus the twin units run 802 miles daily in 16 hours, with 4 hours servicing at destination points. The two *Royal Scot* trains pass each other daily just south of Preston.

Staggered Hours Proposals

THE Mayfair area, which has the worst peak-hour travel problem in London, is being given priority in the Ministry of Transport drive to improve peak-hour travel. More than half the 80,000 employees of firms in the area leave work at 5.30 p.m., and the position is made worse by shopping crowds.

The newly formed Mayfair Zone Staggered Hours Committee has asked 90 of the 422 larger firms to finish work 15 or 30 minutes earlier. Some firms have been asked to finish work before 5 p.m. on three nights a week, and at 6 p.m. or 6.15 p.m. on the remaining nights. Five other Central London Zone Committees have been set up to plan co-ordinated schemes for staggering hours in their zones.

Aural Evidence

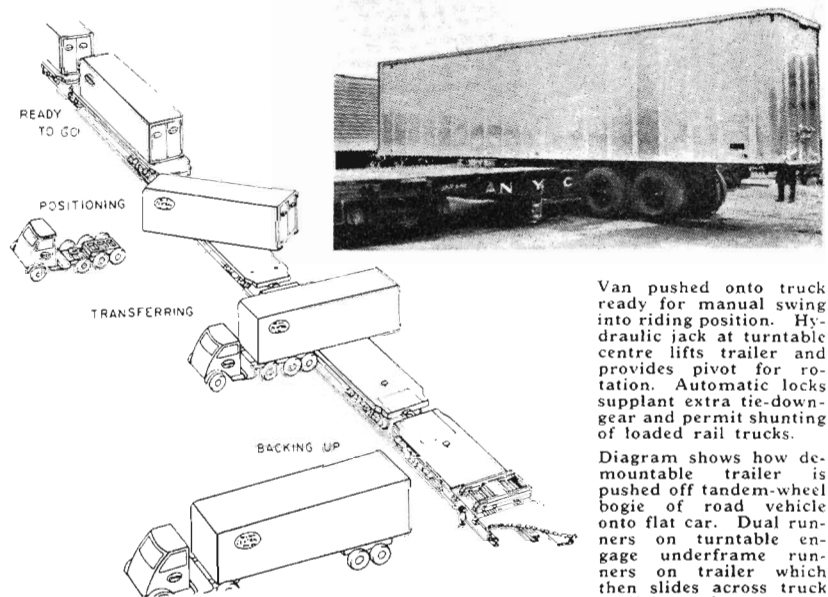
IT is reported in *The Railway Gazette*, London, that a German motorist is being supported by the West German Automobile Club in an appeal to a district court against a sentence of 10 days' imprisonment or a fine of 100 marks. The motorist was sentenced for negligence in failing to dismount at an unguarded level crossing and put his ear to the rail to hear whether a train was approaching.

Non-segregation In Japan

ON Japanese trains, ladies and gentlemen who are complete strangers share sleeping car cabins as a matter of custom. The sex of the passenger is disregarded entirely in assigning berths. Sleeping kimonos and slippers are supplied by the railway as part of its regular service to all first and second class passengers.

Leaves Wheels Behind

NEW YORK Central Railroad's proposed piggyback plan uses side-loading of demountable trailer bodies, thus eliminating the carriage of the trailer wheels. A recent demonstration was given of prototype equipment. Loading is done by means of a turntable, built into the rail truck. Accompanying diagram illustrates the



Van pushed onto truck ready for manual swing into riding position. Hydraulic jack at turntable centre lifts trailer and provides pivot for rotation. Automatic locks supplant extra tie-down-gear and permit shunting of loaded rail trucks.

Diagram shows how demountable trailer is pushed off tandem-wheel bogie of road vehicle onto flat car. Dual runners on turntable engage underframe runners on trailer which then slides across truck until centred.

working of the equipment. N.Y. Central officers are convinced their system is an improvement on endloading methods primarily because it reduces terminal costs. Furthermore, it is cheaper not to haul the wheels. This reduces dead weight, lowers the centre of gravity for added safety, and ends overhead clearance problems. Also, the wheels or bogie are freed to move over vans. It should also simplify operations because no special loading or unloading apparatus is needed, and any small town can be a piggyback stop. It is likely that some trailers will be built with side openings to make it possible to unload on industrial sidings without even removing the van from the flat car.

Virginian Electric Locos

DELIVERY has been taken by the Virginian Railway (U.S.A.) of 12 new electric locomotives of the Co-Co type, each rated as 3,300 h.p. and with a maximum tractive effort of 98,500 lb. They will be used as twin units of 6,600 h.p. and will be expected to perform the same service as the 6,800 h.p. motor-generator locomotives that entered service in 1948. The new units can also work in multiples of three or four. These two new classes replace 36 older locomotives which have been in service for 30 years. The Virginian uses current at 11,000 volts a.c., and water-cooled ignitron rectifiers, embodying 12 main circuit valves, transform this to d.c. for the six traction motors, one on each axle. Dynamic braking is provided for use in descending the long and steep grades of the main line.



Mr. Vojlay

A New Career

WHEN Mr. I. F. Vojlay left Hungary, with his wife and two sons, he came to Australia seeking a new career. On arrival in 1949, he worked for two years with the Immigration Department in South Australia and then with the S.E.C. for two years in Gippsland. By that time he had decided on his new career—he became a supernumerary porter in October 1953. Then he joined the V.R.I. classes and obtained the following certificates, all in his own time: double line block, electric staff, staff and ticket, guard's, ticket checker's, ambulance, and stationmaster's. In May 1956 he was appointed assistant stationmaster at McKinnon. Mr. Vojlay attributes his success in passing the examinations partly to his earlier schooling in Hungary (eight years in High School and two years in Military Academy) but mostly to the help given by his instructor, Mr. E. Cassell. Mr. Vojlay is a native of Budapest, and was formerly a captain in the regular army. As such, his relaxation was in show jumping with horses. Nowadays, he finds that his job and his family responsibilities keep him fully occupied. Although his uncle was, for several years, president of the Hungarian State Railways, Mr. Vojlay was not interested in railways himself until he came to Australia.

V.R.I Commercial Classes

IT is, perhaps, not generally known that the Victorian Railways Institute conducts classes in commercial subjects such as Accountancy, Shorthand and Typewriting.

Such qualifications have been the stepping-stones to many successful careers in the Department and full advantage should be taken of these facilities.

Valuable prizes are awarded yearly

to successful students. Full information may be obtained from the General Secretary, Victorian Railways Institute, Flinders Street Station Building, Melbourne (telephone auto. 1642).

Accountants Rise From Ranks

THAT the railways provide good opportunities for capable and ambitious young men can be seen from the careers of Mr. C. S. Granger, the new Way and Works Branch Accountant and Mr. W. C. Sealie who has just retired from that position.

Mr. Granger began in the Rolling Stock Branch as a lad labourer at Echuca. Two years later he was transferred to the Way and Works Branch as a junior clerk. Except for short periods at suburban locations he has been in the accountant's section at Head Office ever since. Away from railway accounting problems, Mr. Granger relaxes with surf and estuary fishing.

In 1911, Mr. Sealie started as a telegraph messenger in the old Telegraph Branch and was transferred to the Way and Works Branch as a junior clerk in 1915. After a wide experience in various offices he went to the accounts section in 1934. He was branch accountant from 1949. Mr. Sealie was a returned soldier of the first world war. In retirement, he hopes to do a lot of motoring and, he says, to learn how to fish.

Family Record

ROAD Foreman R. Dillon, of Wangaratta, started in 1932 in the railways at Monea, where his family has a remarkable record of service. There, his grandfather (Mr. J. Minogue) was stationmaster, later his father (Mr. M. J. Dillon) was ganger, and his mother was caretaker. Still later his brother (Mr. M. F. Dillon) was repairer. And to add to the record, Mr. Dillon himself



Mr. Dillon

was a repairer there from 1940 to 1944. From Monea he went as acting ganger to Nagambie, and has since been all over the State. From 1948 to 1954 he was with the Special Works Division on the Gippsland duplication work. For recreation, Mr. Dillon played football for Avenel for 5 years, and for Wallan for 4 years. Now he fishes and shoots.



Mr. Vyner

Versatile First Aider

LEADING Shunter A. Vyner, who started as a lad porter at Barnawartha 31 years ago went to Wangaratta in 1946. Prior to that he served at Melbourne, Woodend and Echuca.

Holder of the 14th year ambulance certificate, Mr. Vyner has been ambulance instructor for four years. In 1956 he reformed a corps at Wangaratta which won the North-eastern District Competition. He is also first aid officer of the Rovers Football Club.

Mr. Vyner played football for 18 years and was a member of the Coburg-Heidelberg lines team in 1928 when they won the premiership. He coached junior footballers for three years. Last year he played one game with the Rovers Seconds, and his son played in the same team. He has been president of the Wangaratta Railway Cricket Club two or three times, and twice secretary. Until last year he played with the team.

He is well known among his workmates for his ability as a fisherman. His record catch was made when he was at Echuca—317 lb. of cod (biggest 52 lb.) during a Saturday night and Sunday.

Mr. Vyner also plays bowls and has been to Country Week three times. With all these interests he still finds time to be president of the local sub-branch of the A.R.U., and secretary of the local branch of the A.L.P.



Mr. Brewis

Abroad With the R.A.A.F.

PARCELS Assistant W. Brewis has been at Wangaratta since 1939, except for five years with the R.A.A.F. as an armorer. He spent 3½ years in the British Isles, 4 months in North Russia, and was then attached to the Royal Navy in Queensland. He went to North Russia with a Hampden Torpedo Squadron which was protecting convoys coming from Britain to Murmansk. At that time the German pocket battleship *Bismarck* was a menace to allied shipping. With the coming of the winter freeze, the squadron was evacuated in a corvette. Back in Wangaratta, Mr. Brewis finds trout fishing a less thrilling, but more enjoyable occupation.

Overseas Investigations

TWO senior officers of the Rolling Stock Branch are now overseas studying the latest railway techniques.

Mr. E. D. Connor, Engineer of Tests, is visiting England, the Continent, U.S.A. and Canada. In London he will co-operate with officers of the State Electricity Commission in investigating the inspection of materials and engineering components manufactured in England for various Victorian Government undertakings. In England and the Continent he will study railway practices generally, methods adopted for treatment and conditioning of metals and alloys, and techniques employed in the construction of rolling stock and inspection while in service. He will also visit steel works to observe the latest manufacturing methods of components for railway needs.

On his North American visit, Mr. Connor will inspect railroad laboratories and investigate fuels and lubricants for rolling stock, maintenance inspection of diesel-electric locomotive parts, the systems adopted for replacements and repairs, and other related matters.

Locomotive Facilities

MR. S. F. KEANE, Diesel Maintenance Engineer, is making a general inspection of American railroads, including modern mainten-

ance and servicing shops. Information gathered on essential facilities and the most modern designs will be adopted in plans for a new locomotive depot at North Melbourne, and for the efficient servicing and maintenance of the Department's diesel-electric and electric locomotives.

Mr. Keane, who is a member of the American Locomotive Maintenance Officers Association, will attend that organization's three-day conference in Chicago. He will also visit General Motors Electro-Motive Division, at La Grange, Illinois, which supplied the engines and electric equipment for the V.R. diesel-electric locomotives.

Thanks

HIS Excellency the Lieutenant Governor has asked me to write thanking your Department and the many people concerned, most sincerely for the splendid co-operation shown by everyone, in making his visits to Colac and Mildura so happy and successful.

"Mr. Snell and his assistant gave excellent service during both visits, and the standard of the meals could not have been of a higher order."

—Lieut. C. J. T. Chamberlen, R.N., A.D.C., Government House, Melbourne

"The visit of His Excellency, Sir Edmund Herring, and Lady Herring, proved most successful, and thanks are due to the Stationmaster and staff at Colac for the efficient manner in which the arrival and departure of the Vice-Regal party was carried out."

—F. M. Kelly, Town Clerk, Colac

For the support given to the Lord Mayor's Country Children's Holiday Camp fund during the 1956-57 Camp series.

"The co-operation and assistance given by the Traffic and Refreshment Branches is to be highly commended. Further, I would like to express thanks to all stationmasters and officers of your Department who are closely concerned with the comfortable transport of children attending the Camp. Probably one of the most popular mediums of entertainment provided at Portsea is the visit of the Newport Workshops Band."

—Sir Frank Selleck, Lord Mayor of Melbourne

"On the manner in which your employees burnt along the railway lines within this Council's area, and I should be glad if the Council's appreciation could be conveyed to the employees."

—W. T. Hutcheson, Shire Secretary, Shire of Neustead

"To all members of your staff who were concerned with the detailed arrangements for the Geelong line centenary celebrations."

—M. C. G. Schrader, Hon. Secretary, Victorian Division, Australian Railway Historical Society

"Of two members of my staff and a group of students, to the Stationmaster, Spencer Street, for the manner in which he placed before them the excellent advantage of rail travel of the present day. Such unsolicited assistance cannot but help to lift the railways in the eyes of the coming generation."

—J. C. McLure, Principal, Daylesford Technical School

"To members of the Traffic Branch and of the Public Relations and Betterment Board who have helped so much in the organizing and running of our rail motor trip to Mornington. We could not have hoped for a better Driver and Guard, both going to great pains to answer questions and explain things to some of the younger members of our party."

—M. A. Saunders, Organizer, St. Kevin's College Railway Club

For the services you give, be it dispatch or receipt of goods, trucking of live-stock and fruit, urgent fire or flood relief consignments, and lastly to the Commissioners themselves for free facilities granted to our Country Representatives' travels and store accommodation."

—State Relief Committee of Victoria, Annual Report

"Congratulations and compliments are due to the Victorian Railways for the magnificent job they did for the farming community by moving such large supplies of fertilizer to country areas during the February-March-April peak period."

—"Sickle News", Journal of Commonwealth Fertilisers and Chemicals Ltd.



Mr. Causon

Baseball And Cricket

SIGNALMAN D. Causon, who started at Dimboola as a porter eight years ago, has been a signalman at Wangaratta for 3½ years. He keeps his eye in by playing both cricket and baseball, with an occasional round of golf.

He played railway cricket at Dimboola and at Wangaratta. He was captain

of the Wangaratta eleven for two years, and in these years the team won the premiership. He is now Secretary of the Club.

In winter, he concentrates on baseball, playing with the Jaces in the Wangaratta and District Baseball Association; he has represented Wangaratta in the Queen's Birthday Week-end Provincial Carnival at Bendigo. He is interested in gardening—both flowers and vegetables—and is sub-branch secretary of the A.R.U.

Branch Classes

TO enable junior officers to gain a thorough knowledge of the working of the various sections of the Branch, the Commercial Branch has been running a series of classes at the Victorian Railways Institute. The first dealt with goods rating. Instructor was Mr. M. McLachlan, Chief Special Officer, and the average attendance at the weekly classes was about 30. The course took about 12 months to complete and the final examination paper provided a comprehensive coverage of the Goods Rates Book. Results were outstanding; seven of the class received 100% passes, and most of the others reached a high standard.

At present, there is a class dealing with claims practice and procedure, under the instructorship of Mr. A. T. Bewry, Clerk to Claims Agent. There are 38 members on the roll and they meet weekly. Two tests have been held so far, and there will be an examination at the conclusion of the course.

It is proposed to run a similar class on passenger fares and conditions next year.

Obituary

NEWSPAPER regrets to report the sudden death of Mr. Harry T. Gale, Auditor of Expenditure, at the age of 62. Mr. Gale had a long and distinguished career in the Accountancy Branch. For many years, up to the time of his death, he was Chairman of the Safe Custody of Cash Committee.

He leaves a widow, son and daughter.

Political Leaders Former V.R. Men

BOTH the new Leader and Deputy Leader of the Victorian Parliamentary Labor Party are former Victorian railwaymen.

Mr. A. E. Shepherd, Leader of the Party, began at Newport Workshops, in 1916, as an apprentice patternmaker.

He had experience in the Way and Works and Signal and Telegraph branches before becoming a leading-hand patternmaker at Newport. Mr. Shepherd left the Department in 1945 when he was returned, unopposed, as a member for Sunshine. He now represents Ascot Vale. Also prominent in municipal affairs for years, he was Mayor of Footscray in 1948/49.

In 1924, Mr. C. P. Stoneham joined the Department as a junior clerk in the Transportation Branch. With the exception of short periods at Windsor

station and with the Ambulance Officer, in Melbourne, his entire departmental career was spent at Maryborough. His interest in municipal politics led to his election as Councillor and, later, as Mayor. Mr. Stoneham remained with the Department until he was returned as member for Maryborough and Daylesford in 1942.

No More Boilers

JOINING the Department in 1907 as a lad labourer, Mr. A. J. Nettleton became an apprentice boilermaker in 1910, and a boilermaker in 1915. After promotion to sub-foreman then foreman, he became a boiler inspector last January. On his retirement recently, he was presented with a travelling rug by his colleagues at Ballarat North Workshops.

It is interesting to note that his father, who was a foreman boilermaker at Newport Workshops for many years prior to retirement, is still hale and hearty, and residing at Williamstown.

Engineer And Instructor

RECENTLY retired Engineer W. W. Jenkins, of the Rolling Stock Drawing Office, had the unusual distinction of joining the V.R. on his birthday. He began as an apprentice car and wagon builder at Newport Workshops. During the first world war he served as a mechanic in 4 Squadron, Australian Flying Corps, in France.

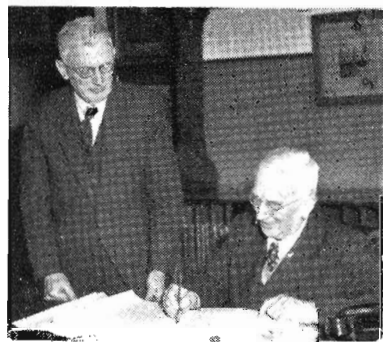
In 1923, Mr. Jenkins was transferred to the Drawing Office as an assistant engineer, becoming engineer in 1955. For about 16 years he was a part-time instructor at Newport Technical College, teaching car and wagon building theory and drawing. He was associated with Mr. W. P. Hambridge in the design of the first steel car built by the V.R.

Mr. Jenkins has grown up with a high regard for his original trade, and feels that the cars which the Department builds can hold their own with any in the Commonwealth. He also has a high regard for the quality of the apprentices who have passed through his hands. Four of his former pupils were associated with him in the Drawing Office prior to his retirement.

Friendly society work has always interested Mr. Jenkins; he has just finished a term as District Grand Master of the Manchester Unity Lodge. His interest in this field will, he thinks, keep him well occupied in his retirement.

Railway Construction Branch

MR. R. W. McCALL, Chief Engineer of Railway Construction, has retired after 48 years' service in the Railway Construction Branch. Mr. McCall entered the Branch as a junior clerk and, after transferring to the engineering division, was engaged for the next 12 years on survey and construction, during which time he was officer-in-charge of works. He was appointed Chief Engineer in 1938. On behalf of the Grain Elevators Board, Mr. McCall designed and constructed



Mr. Jenkins (left) and Mr. McCall

the terminal elevator at Geelong and 150 country concrete elevators. More recently, he was responsible for constructing the Moe spur line, and line deviations necessitated by the construction of the Cairn Curran reservoir and the enlargement of the Eildon and Hume Dams.

His successor, Mr. T. H. Jenkins, was previously Assistant Chief Civil Engineer. He has had many years' experience in the Way and Works Branch. In 1938, he was assistant to the Engineer of Structural Design. After his appointment as Engineer of Structural Design in 1945, many major works were designed and completed. Later, as Engineer of Special Works, he was in charge of big projects, such as the reconstruction 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 the University of Melbourne in both science and civil engineering.



Junior Clerk L. G. Doolan, of the Works Office, Wangaratta, — only a young railwayman—won his School Championship (foot racing) two years in succession. He took a double at Edi—the 220 yards and the Gift. He has also won gifts at Thoon, Glenrowan, and North Boorhaman. Running is in the family as his brother is a Stawell Gift Runner.



The Victorian team and officials. From left—(Back row): M. Conolan, D. O'Donnell, K. Donaldson, J. Brain, C. Tozer, L. Kennedy, A. Regan, D. Wall, F. Uhe, B. Smith, R. Kick, W. Crowe, J. Doran, W. Mitchell, D. McColl, K. Jones, J. Sharp, J. Evans. (Centre row): A. Jones, R. Soulsby, G. Munday, M. Barker (vice-captain), J. McPartland, R. Harley (captain), H. Boyd, D. Hinch, F. Lehne, F. Moore. (Front row): W. McKentish, F. Dwyer, A. Driver, K. Mathieson, N. Petch, D. Donoghue, D. Smith, R. Paley, R. Kydd, A. Ballingall, T. Sawyer, F. McCloskey

SPORTS

Football

THE interstate football carnival, held in August, was an outstanding success. Four systems sent teams, the visitors numbering 125; the weather was perfect and some brilliant football was seen. At a dinner held in the Flinders Street building, the visitors were welcomed by Mr. F. Orchard, General President, Victorian Railways Institute, Mr. J. McPartland, President V.R.I. Football League, and Mr. P. Farnan, Secretary for Railways and life member of the Victorian Football League and the South Melbourne Football Club.

Matches

ON Monday afternoon, August 12, the carnival was opened by Mr. O. G. Meyer, Deputy Chairman of Railways Commissioners, who bounced the ball for the first match, Western Australia v Victoria.

Victoria won the Commissioners' Shield and the Glick trophy, being undefeated throughout.

Results were: Victoria, 9 goals, 10 behinds, 64 points beat Western Australia 8 goals, 7 behinds, 55 points. Best players—Victoria: Duffy, Barker, and Lehne; W. A.: Edwards and Boylan.

Commonwealth, 10-5 (65) beat South Australia 6-3 (39). Best players—Commonwealth: A. McLean, Willis, R. McLean; South Australia: Clark, Rundle, Ridland.

Western Australia, 6-9 (45) beat South Australia 5-9 (39). Best players—W.A.: Edwards, Stevens, Lee; S.A.: Rundle, Buttfield, Cavouto.

Victoria, 22-18 (150) beat Commonwealth, 0-6 (6). Best players—Victoria: Boyd, Lehne, Wall; Commonwealth: Willis, A. McLean, Reardon.

Western Australia, 10-12 (72) beat Commonwealth 5-14 (44). Best players—W. A.: Stevens, Edwards, Boylan; C'wealth: R. McLean, Willis, Harris.

Victoria, 22-12 (144) beat South Australia 3-3 (21). Best players—Victoria: Lehne, Jones; S.A.: Rundle, Nottle, Cavouto, Norton.

Best and fairest players, selected by umpires' votes, were C. Edwards (W.A.) 1; A. Boyd, (Vic.) 2; J. Cavouto, (S.A.) 3.

Long Kicking

RESULTS of the long kicking competition, in which one competitor from each system was allowed three kicks of his own choice, were: C. Edwards (W.A.) 66 yds. 1 ft. 3 in.; A. Jones (Vic.) 65 yds. 0 ft. 2 in.; M. Clark (S.A.) 56 yds. 1 ft. 4 in.; R. McLean, (C'wealth) 55 yds. 1 ft. 1 in.

Social Events

VISITORS were the guests of the Victorian Football League at various matches. They were taken on a tour of Melbourne and suburbs and a day tour to Lorne, with a welcome at Geelong by the Mayor and the President of the local V.R.I. centre. Ladies had a tour of the Dandenong Ranges.

At the farewell dinner, trophies were presented to the winning team by Mr. E. H. Brownbill, Chairman of Commissioners.

Next Carnival

A conference of delegates, held during the carnival, decided to hold the next one in Hobart in 1959.

Country Carpet Bowls Tournament

FOR the first time, the Country Carpet Bowls Tournament was held in Melbourne—at the Flinders Street building. Thirty-one teams—15 men's and 16 ladies' came from Ararat, Benalla, Bendigo, Geelong, Maryborough

and Seymour. In the Ladies' Championship, Seymour No. 1 team won from Ararat No. 2. Seymour had another victory when their No. 1 team beat Benalla No. 1 to win the Men's Championship. In the consolation rounds, Bendigo No. 2 won the Ladies' and Maryborough No. 1 the Men's.

Cricket

COMPETITION play for the Commissioners' Cup begins this month on the turf wickets at Royal Park. Matches are played every Tuesday afternoon. Railwaymen interested should contact Mr. R. Kydd (auto. 1109). Vacancies exist in all teams.

Table Tennis

THE V.R.I. Association is now conducting a doubles tournament which will be followed by a singles championship. Jolimont Workshops, premiers of the recent competition, will represent the V.R.I. in the Victorian Table Tennis Association's summer tournament.

The Ladies

THE V.R.I. Women's Amateur Athletic Club had a good year. Club membership increased and, in the inter-club competitions, premiers were won in B and D grades and also in the 300 yards Victorian Relay Championship. Marlene Middlemiss, from Oakleigh, won the Sir Frank Beaurepaire Trophy for the outstanding athlete of the season, and was selected for a Victorian team to compete with a N.S.W. team. The Club championships resulted in three new senior records and one junior record. They are: 80 metre hurdles, 11.3 sec. M. Middlemiss; discus, 116 ft. 2 in. E. Serico; long jump, 18 ft. 5 in. M. Middlemiss; junior shot putt, 27 ft. 10½ in., M. Staggard. The Club is now training at Royal Park and those who wish to join should contact Miss Neville (auto. 1109).

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1957



THE MONTH'S REVIEW

Current Works Programme

DURING this financial year, £7,050,000 has been made available to the Department for expenditure on new works, and renewals and replacements. The amount sought was £10,500,000, so that the allotment, as well as being £350,000 below last year, is £3,450,000 less than the amount required to proceed with the programme of works recommended.

With the reduced allotment, there is no option but to slow down a number of important works. Preference has been given to finishing works which will have an immediate and beneficial effect on the train service to the public, wherever this is possible without the complete stoppage of other works in hand.

Works to be completed include: new stations between Box Hill and Blackburn and between Mitcham and Ringwood, duplication of the Ashburton and Eastmalvern lines, provision of train crossing facilities between Eastmalvern and Glen Waverley and between Croydon and Mooroolbark, partial re-arrangement at Traralgon Yard, terminal facilities at St. Albans, and grade separation at Heidelberg Road, Clifton Hill, and Frankston Road, Dandenong.

Uncompleted Works

IMPORTANT works which will be proceeded with but not completed include: duplication and power signalling on Gippsland line, goods terminal facilities at Dynon, duplication between Flinders Street and South Yarra (including new Richmond station), re-arrangement of Moe Yard, sidings to serve new docks at Geelong and Melbourne, grade separation at Footscray, Moorabbin and Corio, new station between Glenroy and Broadmeadows, provision of third track between Hawthorn and East Camberwell, provision of train crossing facilities between Heidelberg and Eltham, new works depots at Benalla and Warragul, reconditioning of line between Somerton and Coburg, and a new wheel shop at Newport Workshops.

Early in 1958 a start will be made on the conversion to broad gauge and electrification of the line between Fern-tree Gully and Belgrave. About £20,000 will be spent on this work in readiness for full scale progress during 1958-59.

Many minor works throughout the system will have to be postponed, and the proposed track relaying programme of £1½ million will have to be reduced to £950,000.

New Rolling Stock

MOST important of the new rolling stock additions are completion of the order for 30

Harris Trains, completion of modernizing *The Overland* expresses, and building eight new air-conditioned saloon-type country passenger cars.

Ten new 1,800 h.p. S class main-line diesel-electric locomotives will be delivered, and provision is made for the completion of 40 bogie vans and of various types of bogie trucks to be used on fast goods trains.

With the approval of the Government, tenders have been invited for the supply of an additional 30 *Harris Trains* and 25 diesel-electric or diesel-hydraulic shunting locomotives.

New Concession Fares

REDUCED rail fares for country return journeys on Tuesdays, Wednesdays, and Thursdays have been introduced as an experiment. They are being given a six months trial. Tickets are available for travel in the same week, as follows:

	Forward	Return
Tuesday	... Tuesday	Tuesday, Wednesday or Thursday.
Wednesday	... Wednesday or Thursday.	
Thursday	... Same day only.	

The concession scheme has been introduced in an endeavour to encourage more people to travel by train on days when traffic is lightest. Fares for the cheap tickets are calculated on the basis of single fare plus 20%, compared with the ordinary month return of single fare plus 50%.

Show Exhibit

FIRST post-war railway exhibit was staged at the recent Royal Show. Titled "Your Railways and the Man on the Land", the attractive exhibit was featured in the Administrative Building. Photographically illustrated panels of artistic design portrayed the vital part the Victorian Railways play in the development of the State's primary and industrial resources. They provided evidence in the shape of facts and figures that the Railways, year in and year out, extend the helping hand to the man on the land. Functions and achievements of the various Railway Branches were set out in concise form, with emphasis on what each has done to help the primary producer along the road to prosperity.

Of particular interest to the man on the land was the advisory service within the exhibit. Commercial Agents were available to discuss any problems concerning transport of wool, wheat, fertilizer, live-stock, or other goods. The manufacturer, too, was able to avail himself of this service.

Models of locomotives which have done so much to improve passenger and

freight services since the war were displayed. This was a popular feature with the children.

Rail Helps Motorists

IN ways that are not immediately obvious, the railways help motorists. For example, every opportunity is taken to cater for motorists who wish to park their cars at stations and avoid the strain and cost of city driving. Free parking is available for rail users at more than 35 suburban stations, and more areas are being prepared.

The railways contribute towards the cost of level crossing abolition. Several major projects are in hand and others will be undertaken as finances permit.

Among the 10 million tons of goods and live-stock carried last year by the Department were, of course, motor bodies and parts, petrol, bitumen and gravel for roads, and similar items of importance to road users.

Most important of all for the motorist, however, was the carriage of those 10 million tons by rail. Goods sent by rail leave more room for the motorist and mean less damage to the roads.

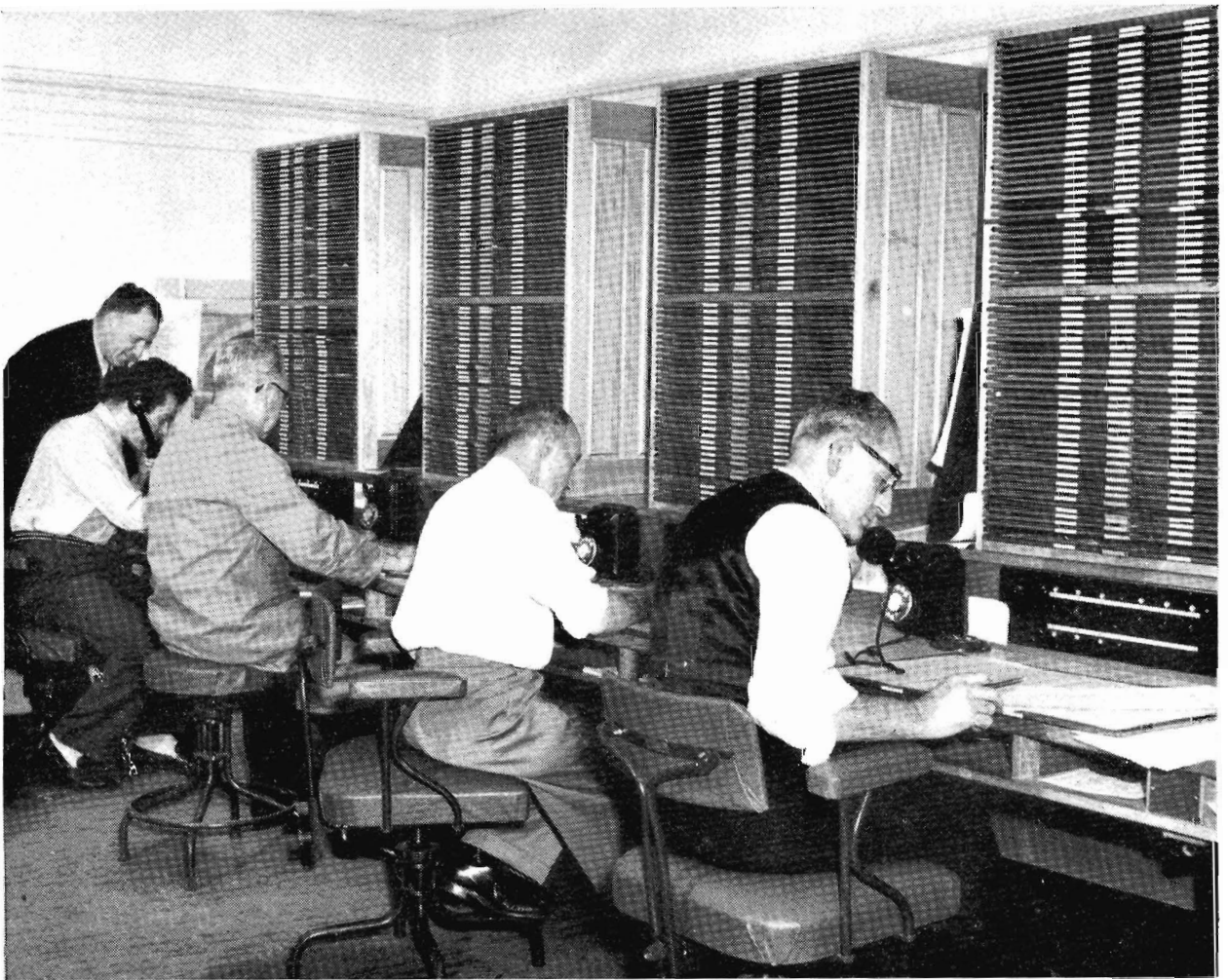
J.C. Look-See

TOURS behind the railway scene are always popular with those who like to see the immense amount of activity that does not come under the notice of the ordinary traveller. Most frequently visited is probably Train Control, with signal boxes next. Some groups prefer wider tours. A party from the Melbourne Junior Chamber of Commerce recently inspected various cars on *The Overland*, met the crew and watched the train leave, visited the Viaduct Signal Box, the telephone exchange and telecommunications centre and finally had a look at Train Control. The Department, incidentally, sponsors six representatives to the Chamber. Among other groups who have recently made behind-the-scenes tours have been parties from Wesley College and "Korowa" Church of England Girls' Grammar School.

FRONT COVER

Relays operated from the control panel in the Viaduct Junction signal box fascinate a group of Wesley Collegians.

Recently, the boys spent an afternoon inspecting various railway activities at Spencer Street and North Melbourne. Wesley College, like other prominent schools, has its School Railway Club.



A section of the Bureau. Each cabinet holds train diagrams up to two months ahead.

NEW BOOKING SYSTEM

THE Central Reservation Bureau, recently established in Head Office, allots all sleeping berth and seat reservations. With its air-conditioning, sound proofing and modern decor it is symbolical of the modernized railway system developing from *Operation Phoenix*.

Previously, these reservations were made at the Victorian Government Tourist Bureau and at Spencer Street and Flinders Street stations. Considerable telephoning was often necessary between these points—with consequent delay to the public and increased risk of error.

Under the new system, intending train passengers will continue to obtain

their tickets at the abovementioned points and for Victorian travel only, at most suburban stations. Officers at these locations will make the bookings by telephone with the Central Bureau.

An important feature of the new office is the special telephone system which, by directing calls into whatever line is vacant and enabling them to be switched from one clerk to another, ensures a minimum of delay to callers.

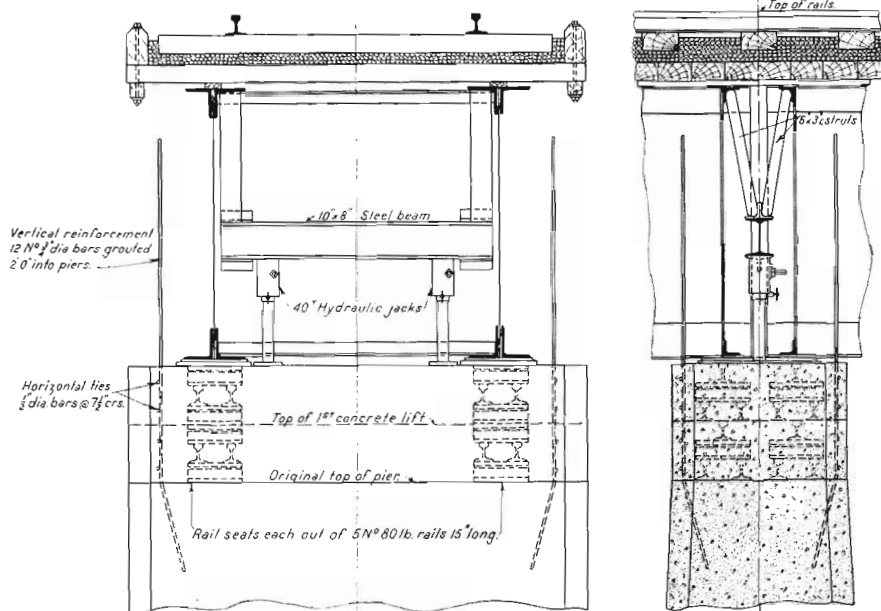
Sound proofing of the office is helped by a special rubber compound beneath the linoleum, and sound absorbing material on the ceiling. Colour scheme is primrose walls, off-white ceiling, grey panelling, and stair rails and tables trimmed with red.

Space for the new Bureau was obtained by closing the building's central entrance, which was not extensively used either by railway staff or the public, and constructing a mezzanine floor. On this floor is the Bureau, and on the ground floor below, are staff dealing with car allotments, train composition and allied matters.

At the present time, the new system ensures an equal booking opportunity for everyone in strict order of application, minimizes risk of error and facilitates the operation of the new country booking service from suburban stations. It will also enable the Commissioners to give approved travel agencies the right to book rail travel.

BIG BRIDGE LIFT

THIRD OF A MILE
RAISED 8 FEET
WHILE TRAINS RUN



Method used in lifting the bridge.
Courtesy "Commonwealth Engineer"

RAISING the 1,866 ft. long Sandy Creek bridge by 8 ft., without interference to traffic (except temporary speed restriction) is one of the major railway works necessitated by enlargement of the capacity of the Hume Dam. In addition to lifting the bridge, a new 40 ft. span had to be constructed at each end and approaches regraded.

The bridge consists of 31 60ft. spans and the raising is being done progressively in lifts of about 15 in. Two 40-ton hydraulic jacks at each pier are used to raise the four girders (two abutting on each side). The jacks lift a steel cross beam from the top of which four steel struts transfer the

thrust to the underside of the top flanges of the four girders. Between lifts each girder is supported by a seat made up of five scrap rail lengths welded together. After the seats are placed in position the girders are lowered onto them, and the lifting gear removed to another pier. Then the top of the pier is concreted approximately to the level of the top of the rail seats. (The above diagram illustrates the procedure.)

The process will be repeated in stages throughout the length of the bridge until all piers are at right height. Bed-plates will then be inserted and holding-

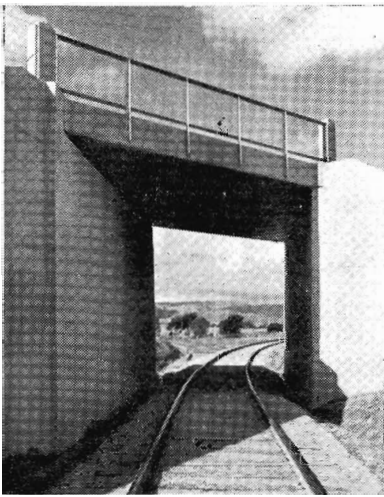
down bolts grouted into position. Where it is not possible to carry out a 15 in. lift throughout the whole length of the bridge between trains, temporary rail seats are provided under the girders beyond the end of the 15 in. lift to grade the track down 15 in. in a length of 120 ft.

Abutments for the new end spans are each supported on 14 rail piles of special design. Each pile consists of three 60-lb. unserviceable steel rails, 22 ft. 6 in. long.

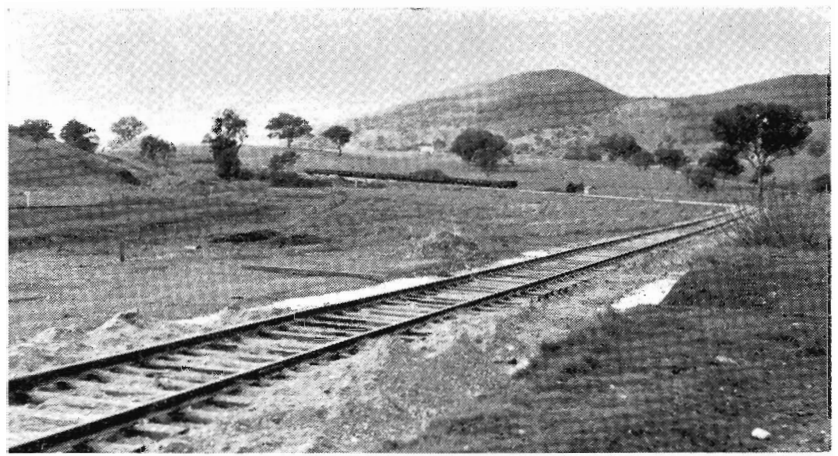
The feet of the rails are placed together in the form of a triangle, and the toes welded. The new 40ft. spans



Sandy Creek bridge, partly raised and with the new spans at each end.



Murray Valley Highway bridge, Ebden. The old track led off to the left.



Track deviation in progress near Washaway Creek. A rake of ballast trucks can be seen in the background.

were skidded into place under the track, and are being raised to their final position in the same manner as with the original spans.

Other railway works involved are the re-location of 8½ miles of track between Ebden and Tallangatta, the building of a new Tallangatta station, and construction of a new bridge at the Mitta Mitta River.

Track deviations were designed to raise the formation level of the railway to a height of at least 6 ft. 6 in. above full supply level of the reservoir. A limiting grade of 1 in 50 against 'up' traffic has been used in the design of the deviations. At Ebden, the deviation eliminates a level crossing with the Murray Valley Highway, which has been replaced by a road bridge over the line. At Two Bays Creek, the deviation involved replacing two timber bridges with reinforced concrete and steel bridges.

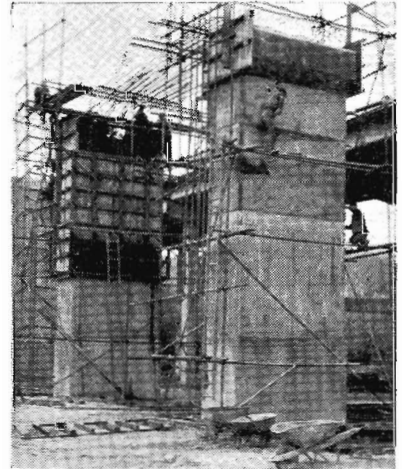
The old Tallangatta station has been re-located at Bolga (re-named Tallangatta), where the existing station and facilities had to be enlarged to cope with the increased traffic, and to act as a passenger terminal. Buildings from the old Tallangatta station were moved and modernized. Locomotive facilities and a rail motor shed have been provided. A road bridge over the railway has been constructed on the 'up' end of Bolga deviation and this provides the main entrance to the new Tallangatta township.

At Tallangatta, the railway is being deviated for nearly 3 miles to overpass the Mitta Mitta River and the surrounding flats. The existing timber trestle bridge is being replaced by a reinforced concrete and steel plate girder bridge located upstream of the existing bridge. The deviation south of Tallangatta involves construction of a combined rail and road embankment about half-a-mile long across the Mitta Mitta valley, connecting with the new

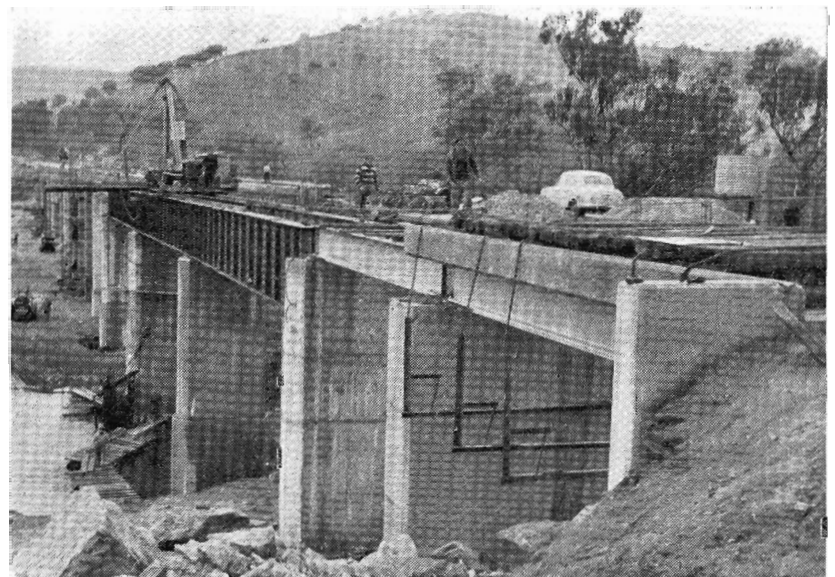
railway bridge and a new road bridge, each of which is 750 ft. long.

This new railway bridge over the Mitta Mitta consists of three 60ft. spans and 19 spans of 30 ft. Construction of foundations of the bridge had to be carried out under very wet conditions, as the Mitta Mitta and the surrounding flats are subject to frequent flooding. Cofferdams were used in constructing piers 4 and 5, which support 60 ft. spans. Difficulty was experienced in de-watering the coffer dam at pier 4, and special construction methods had to be adopted.

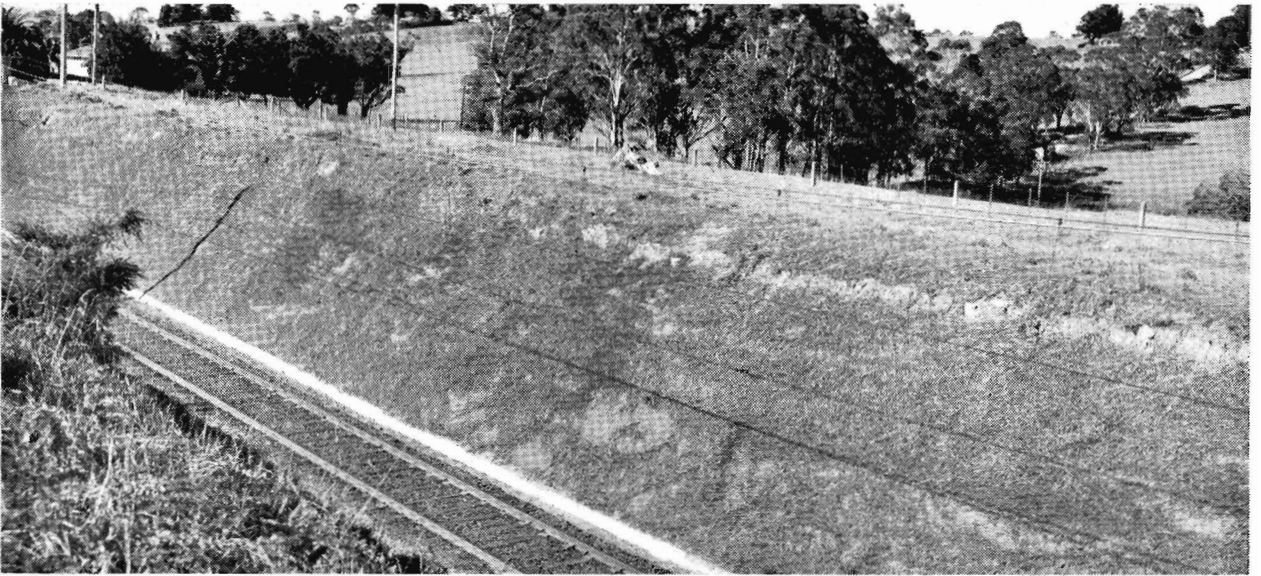
All this work is being carried out by the Railway Construction Branch. Clearing, grubbing, earthworks, bank protection, culvert construction, and part of the bridge construction are being done by contract, while track and other works are being done by day labour. Estimated cost is about £750,000.



Piers for the new Mitta Mitta River bridge.



New Mitta Mitta Bridge under construction.



Section of treated cutting at Drouin.

BATTER STABILIZATION

TESTS carried out at Camberwell on "batter stabilization" (preventing erosion on slopes of earthworks) were described briefly in July *News Letter*. Following those tests, the Soil Conservation Authority, which had given advice on the Camberwell tests, offered to supply equipment and bear the costs to carry out further tests, using recently imported equipment.



Klodbuster.

THE Soil Conservation Authority imported from the Finn Equipment Company of Cincinnati U.S.A. three items at an approximate cost of £7,000. These comprise a Klodbuster, Mulch spreader, and Hydro-seeder. This equipment had not previously been used in Australia.

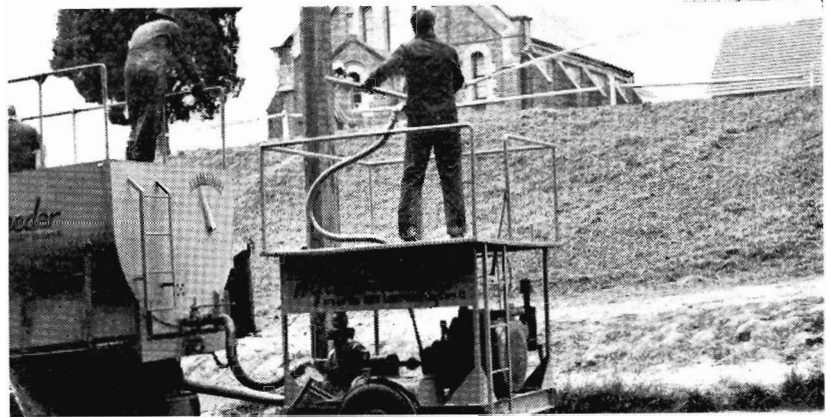
The Klodbuster consists of a spiked chain drawn by a bulldozer or tractor operating along the top of the cutting. It prepares the surface of slopes for the reception of mulch, bitumen emulsion, seed and fertilizer, to provide the best conditions for the growth of vegetation.

The Mulch spreader is drawn by a flat tray truck on which are stacked bales of hay or straw. This hay is fed into the machine where it is teased and blown out by a powerful fan through a large nozzle during which process it is impregnated with bitumen emulsion. The deposit rate can be controlled by the operator. As a result of the treatment, the hay or straw fibres adhere individually to the slope and to each other. They thus form a blanket of loosely spaced fibres, that holds the water, seed and fertilizer, and also provides mechanical support for the surface of the slope.



Mulch spreader.

After treatment with the Mulch spreader, the Hydroseeder is used. This unit consists of a large tank mounted on a truck. Fertilizer and grass seed are mixed into the tank which is filled with water and the mixture kept agitated by means of a motor driven paddle. A trailer, attached to the truck, pumps the mixture to a nozzle on the operator's platform. It is uniformly spread at a controlled rate, the seed and fertilizer being projected through the mulch on to the soil in such a way as to provide the best conditions for germination and growth.



Hydroseeder.

As the Department had no experience of similar equipment it was not known what difficulties might be encountered and, consequently, it was considered that a suburban area would not be a good trial site as traffic might have to be disrupted.

Cuttings between Drouin and Warra-gul, therefore, were selected for treatment as they are in an electrified area and represent an average case of earthworks requiring stabilization. As very little natural growth had started on the slopes since the time of construction, a good contrast was anticipated between treated and untreated sections. Road access is available at the end of the cutting, and as the track is welded, ballast is up to sleeper level with a good shoulder, making it possible for the equipment mounted on road trucks to operate along the track.

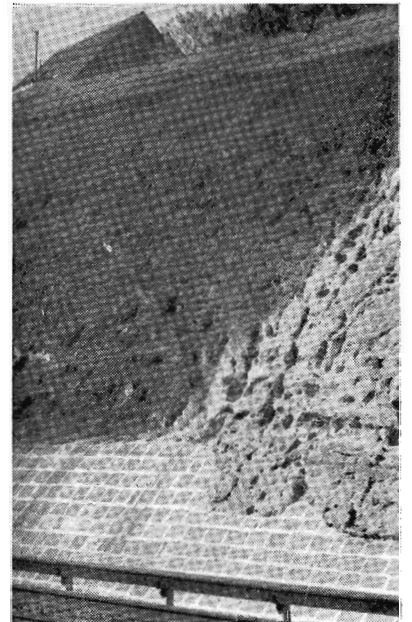
It was not considered necessary to use the Klodbuster at Drouin as the cuttings had not been badly eroded. As tractor access to the top of the cuttings at some of the test sites would have been difficult, it was felt that the test should be carried out without the Klodbuster

to see whether its use is essential to obtain a good result.

As the trucks and equipment had to be run along the track it was necessary to have occupation of the track during the day, and to have the overhead power turned off. Single line working was instituted for the section in which about $1\frac{1}{2}$ acres of cutting were treated on a Sunday.

An inspection of the cutting since the test in May shows that the grass is now about 3 in. high and is very uniform over the whole section treated.

These tests, together with those carried out by other Government Departments, are being kept under observation in an endeavour to find the answer to the erosion problems on slopes which have always followed where earthworks of any magnitude have been carried out, but which are not by any means confined entirely to railway embankments and cuttings.



Cutting at Camberwell, where first tests were made. Untreated section is shown on the bottom right of picture.



AROUND THE SYSTEM

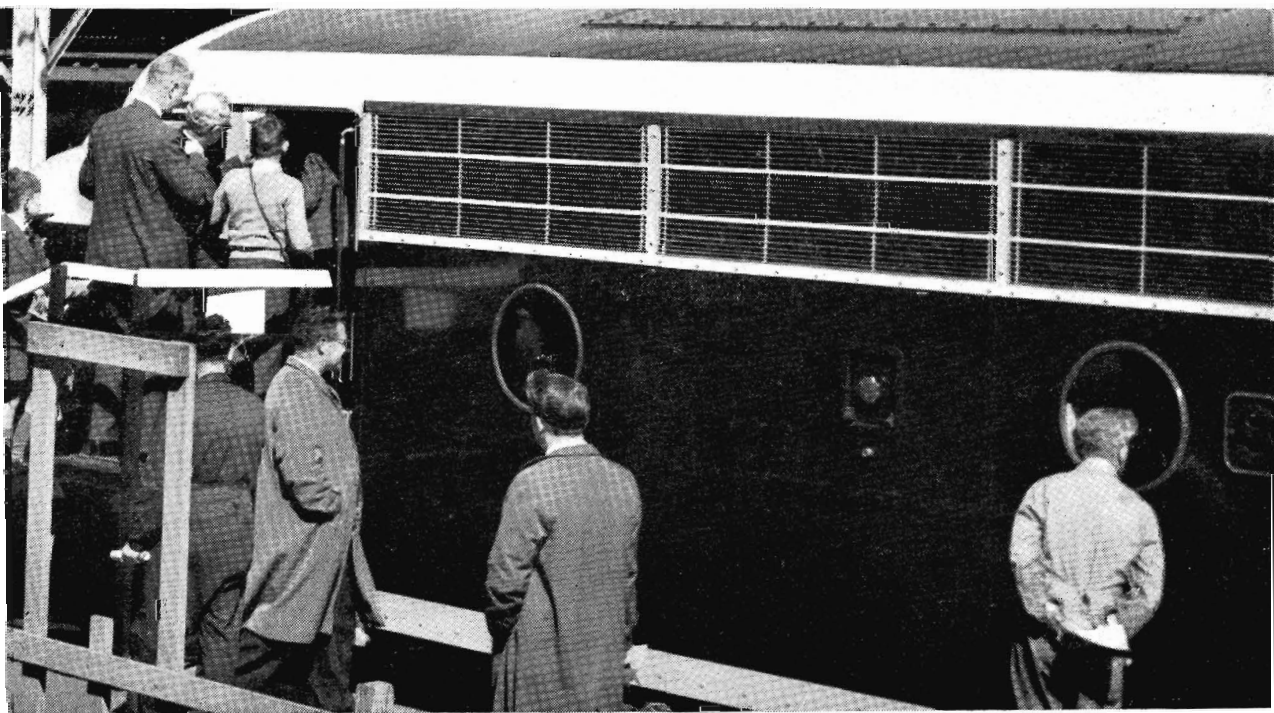
FARM AIDS: A quarter-mile long s
chinery to Adelaide. Train compris
consigned by the manufacturers—h
trucks of header-harvesters were attac

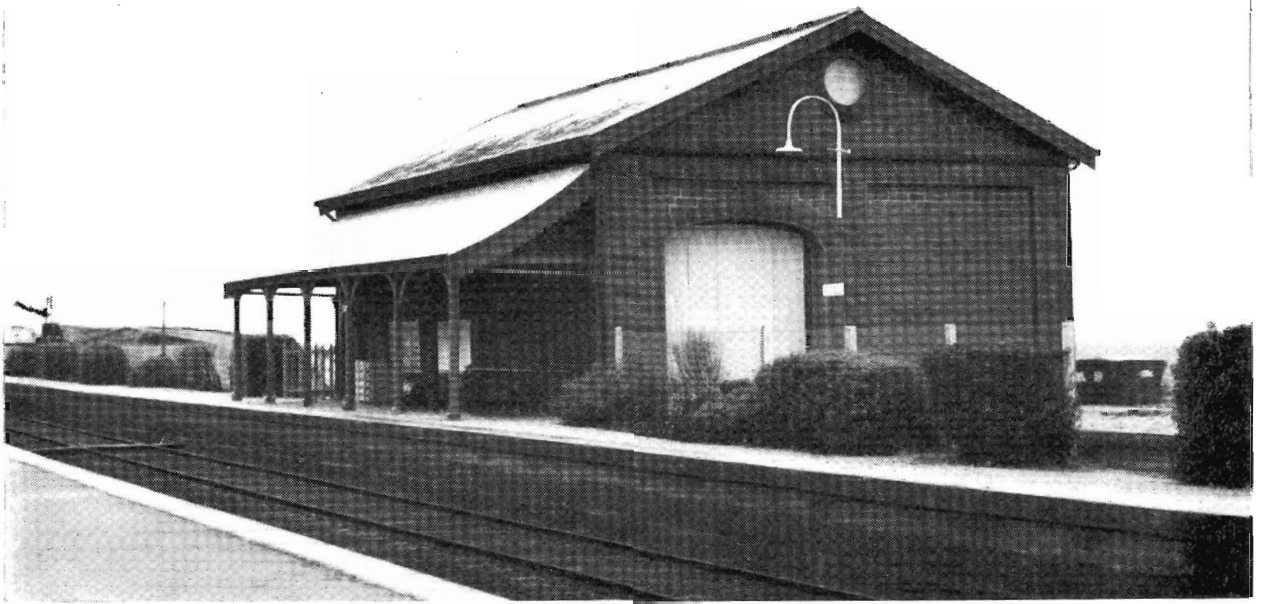




rain was needed to transport this farm ma-
trucks (one header-harvester to each truck)
ckKay Massey Harris Pty. Ltd. Ten more
the train at Ararat. B 65 hauled the special.

PRE-VIEW : Three thousand people flocked to Spencer Street station to inspect S 300, Matthew Flinders, and AZ and BZ cars during a special 4-hour display. S 300 hauled the first Mildura Sunlight, with its AZ and BZ cars, next day. At Mildura, more than 2,000 people, it is estimated, inspected the new train within two hours of its arrival.





The "down" platform and goods shed at Riddell.

Riddell's Creek, and later the township of the same name, were called after Mr. J. C. Riddell, an early squatter there. He was elected member for West Bourke in the Second Parliament, and was re-elected to each succeeding Parliament up to and including the Eighth.

RIDDELL'S CREEK

THE railway came early to Riddell's Creek with the building of the Bendigo line by Cornish and Co. at a contract price of £3,356,937. This was the greatest public work in Australia up to that time, but the work began without fuss or ceremony.

The section from Melbourne to Sunbury was opened on February 2, 1859, and from there to Woodend on July 8, 1861. First stationmaster at Riddell's Creek was Samuel Alford. About 1904, the station name was shortened to Riddell.

Among the early contracts let by the Railway Department are three relating to Riddell's Creek. Contract 518/61, dated May 3, 1861, for two passenger platforms and one carriage dock, was let to S. Amess for £1,176/8/4. Contract 1119/63, dated November 3, 1863, for forming and metalling a road approaching the station, including a culvert, was secured by William Carter for a price of £409/12/6. Contract 681/64, dated March 18, 1864, went to Stewart and Harrison for a goods shed and platform to cost £1,499.

In the early days, the surrounding district was held in large estates which were only slowly broken up. As a result, the township is a small one. Its population today is about 350.

Despite its smallness, a number of residents travel to and from Melbourne every day—to work or to school—buying periodical tickets to do so.

Goods traffic at the station includes general farm produce, groceries, sheep, blue metal (the surrounding countryside was formerly volcanic) and materials for and products from two local factories: one makes inner spring mattresses, and the other is a house building and joinery works. The local hotel has a freight contract with the Department.

Business at the station is taken care of by two assistant stationmasters.

Riddell's Creek itself provides good trout and perch fishing. The railway bridge, spanning the creek, is the original one built when the line was first constructed. Close to it is another stone arch spanning the road.



Assistant Stationmaster R. Warren (above) shares with A.S.M. J. Skillecorn control of the station.



Sale team competing in the "novice supplied" event. Set represents Lilydale Refreshment Room; wigged "waitress" is a member of the Ambulance Office staff.

B RILLIANT sunshine and the keen interest displayed by competitors made the finals of the annual first aid competitions at Mt. Evelyn even more successful than usual.

In the preliminaries (held during the two months preceding the finals) were 40 teams, the greatest number for several years.

The twelve teams that competed in the finals came from Ouyen, Ballarat North Workshops, Accountancy Branch, Bendigo North Workshops (2 teams), North Melbourne Loco. (4 teams), Spotswood Workshops, Sale and Jolimont Workshops.

At Mt. Evelyn, realistic sets were ingeniously contrived by the Ambulance Officer, Mr. K. W. MacKenzie, and his staff. Noteworthy among them was that depicting the Lilydale Refreshment Room where a customer in a hurry falls, knocks down a waitress and badly cuts his wrist on a broken cup. In another set, representing a gang burning off side-line growth, a Langvarwil rabbit exterminator was used to keep smoke rising from the ground.

In the transport event, competitors, carrying the patient on a stretcher, had to pick their way carefully over a pile of long saplings that gave an uncertain and treacherous footing.

"Patients" carried out their roles well, displaying considerable acting ability.

At the dinner which followed the competitions, Mr. N. Quail, Commissioner, paid a tribute to the adjudicators for their generous services and pointed out that the number of railway staff qualified in first aid (8,359) was something of which they could all be proud.

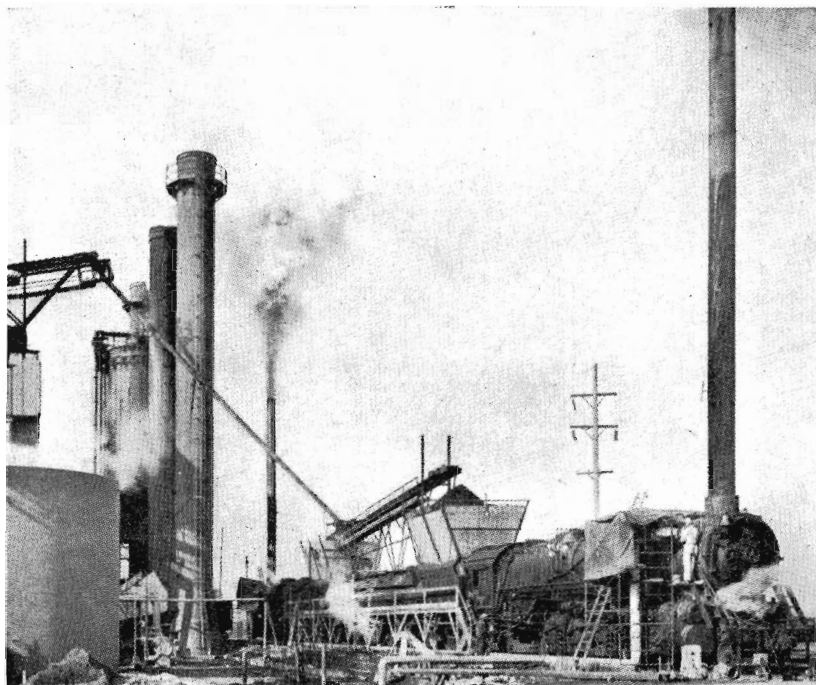
This year a shield was presented by the Commissioners for annual competition in the novice section. Known as the Blackburn Shield, it commemorates the late Mr. W. J. Blackburn, who was Ambulance Officer for many years.

Catering arrangements at Mt. Evelyn were capably handled by the Refreshment Services Branch. Results of competitions are on page 13.



Ballarat North Workshops No. 1 (senior) team negotiating the obstacle in the transport event. This team won the Shield and will compete in the inter-system competitions to be held this month in Adelaide.

LINES FROM OTHER LINES



Two of four Baltimore and Ohio Railroad locomotives which supplied steam for a chemical plant while it had a large new boiler installed. As the plant could not be closed down, B. & O. agreed to lease the locomotives, which delivered 125,000 lb. of steam an hour. Note the large smokestacks fixed to the locomotives to assure adequate draught.

TV At Crossings

TELEVISION receivers are in use at a level crossing post in U.S.A. to enable a controller to supervise those at which TV cameras have been mounted. If the controller sees a traffic jam forming at a remote crossing just before the approach of a train, he can start the flashing light signals manually to stop traffic approaching so it is clear before the train arrives.

Gas Turbines in U.S.A.

WITH 25 4,500 h.p. oil-burning gas turbines in operation, the Union Pacific Railroad has ordered 15 8,500 h.p. units of this type. This order may be increased to total 45. The new locomotives will have 20 h.p. per ton of weight on drivers, as compared with 16 on the 4,500 h.p. units and 14 on diesel-electric freight locomotives. The turbines on the 8,500 h.p. locomotives will have a lower fuel rate per horsepower and lower operating expense is anticipated.

Concrete Block In Diesels

BY substituting a 45-ton block of concrete for the engine, generator and accessory equipment of a worn-out diesel-electric locomotive, the Chicago and North Western Railway is getting from the locomotive many more years of useful life. Stripped of virtu-

ally everything but its electric traction motors (geared to the axles) and coupled with a regular diesel locomotive which provides power to run the traction motors, the unit, with its 45-ton block of concrete compensating for lost weight, is the railroad's answer to the occasional need for power beyond the capacity of a single locomotive with which to shunt and start heavy trains. It is said to provide the traction of a regular second

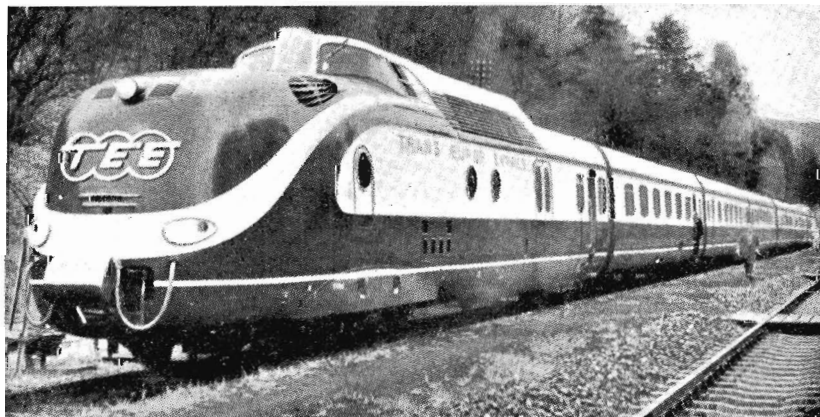
locomotive at a fraction of the cost. So successful is the converted unit that the railway plans to so use other locomotives which have completed their normal life span. These units will then release regular locomotives from such limited service for more profitable use elsewhere.

Israeli Traction

FIVE of 12 diesel-hydraulic shunting locomotives on order in Germany have been delivered to the Israeli Railways and are in service. Another eight are to be ordered. When these two orders are completed, the last 28 steam yard locomotives and transfer-trip locomotives will be replaced. Another three line-service diesel locomotives are also to be ordered. When they and the shunters are received the railway system will be entirely diesel operated, probably before the end of 1958.

Long Tunnel Proposed

CHILE is planning the world's longest railway tunnel under the Andes, at a cost of £5 million. It will be 16 miles long, 4 miles longer than the Simplon between Italy and Switzerland, which just celebrated its 50th anniversary as the world's longest. The new tunnel will reduce by 40 miles the present rail link of 115 miles between Santiago, Chile's capital, and Valparaiso, the chief port. When the present railway was laid nearly 100 years ago, a high Andean range between the two cities constituted an almost insurmountable barrier, and the tracks had to make a U-turn north and around the chain. Estimated savings of £375,000 yearly in operating costs are envisaged. In addition, savings on wear of rail equipment will amount to £88,000 annually. Running time between the two cities will be reduced by 1½ hours.



2,200 b.p.h. seven-car diesel-hydraulic train built to the order of German Federal Railway for Trans-Europ Express service. Make-up of the trains can be varied according to the needs of the particular international service being worked. A power car of 1,100 h.p. is at each end of the seven car train.



Mr. Miller

Way and Works Changes

FOLLOWING the appointment of Mr. T. H. Jenkins as Chief Engineer of Railway Construction, Mr. R. S. Miller becomes the new Assistant Chief Civil Engineer, and Mr. W. Fox the new Engineer of Maintenance.

Mr. Miller joined the Way and Works Branch as a pupil engineer and graduated as Bachelor of Civil 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. In 1950 he was promoted to Engineer of Structural Design. Two years later he became Metropolitan District Engineer and, in 1953, Engineer of Special Works. Last year he was appointed Engineer of Maintenance.

Mr. Fox joined as a junior clerk in the Way and Works Branch. Returning from active service in the first world war, he became an engineering assistant on the staff of the Engineer of Special Works. After acting for some time, Mr. Fox was promoted to District Engineer at Bendigo in 1945. Then followed appointments as Engineer of Track and Drainage, Metropolitan District Engineer, and Engineer of Special Works. Mr. Fox is a certificated Municipal Engineer and an Associate Member of the Institution of Engineers, Australia.

First Aid Results

SENIOR Championship in the V.R. State first aid competitions was won by Ballarat North Workshops No. 1 team comprising Iron Machinist D. C. Overall, Fitter R. G. Benn, Fitter and Turner A. Maude, Fitter A. M. Compston and Fitter and Turner

R. J. Phillips (patient). Winning novice team was North Melbourne Loco No. 2 with Boilermaker J. Grose, Fitter A. Acton, Boilermaker R. Butler and Diesel Maintainers R. Clarke and J. Anastasi (patient).

Results: senior teams—Ballarat North Workshops No. 1 (371 marks); North Melbourne Loco. No. 3 (365); Bendigo North Workshops No. 1 (361); Ouyen No. 1 (359); Accountancy No. 1 (336); novice teams—North Melbourne Loco. No. 2 (362); Bendigo North Workshops No. 4 (351); North Melbourne Loco. No. 4 (348); Spotswood Workshops No. 3 (305); Jolimont Workshops No. 1 (298); North Melbourne Loco. No. 1 (288); Sale (274).

In the individual competitions, Fitter R. C. Graham of Bendigo North Workshops was the winner in both the senior and the novice events with 156 and 167 marks respectively. Marks gained by other competitors were: senior—Goods Guard H. P. Isaac 144, Goods Guard R. Stainsby 139, Diesel Maintainer H. L. Wignall 137, Boilermaker F. L. O'Brien 120½; novice—Clerk G. Healy 164, Boilermaker E. J. Harding 124, Electrical Fitter W. E. Cox 118, Marker-off R. J. Bowman 110, Labourer D. Brown 100, Patternmaker L. Niel 84.

V.R.I. Highlights

AT June 30 last, membership of the Victorian Railways Institute totalled 16,233. During the year, progress was made with the Institute's building programme—tenders have been called for major extensions at Cclac, further work done at Ouyen and the new centre at Serviceton, a new kitchen built at Benalla, a parquet floor put in at Bendigo, and plans completed for a new brick building at Hamilton. In the metropolitan area improvements were made to the lighting and ventilation at the Flinders Street building. For the various sections of the library 7,822 books were bought.



Mr. Fox



Mr. Voigt

Youthful R.S.M.

STARTING in the Department as a lad porter in 1952, Mr. H. H. Voigt used his spare time to advantage. He passed the double line block, electric staff, staff and ticket, ticket checking, and telegraphy examinations. In June last he was appointed relieving stationmaster, in Geelong district.

Mr Voigt was one of the young German migrants recruited to the V.R. service. He came from Berlin, where his mother and sister still reside. He says: "The V.R. is my first place of employment and seems as though it will be my lifetime interest and work. From a small child I have always been keenly interested in railways and model railways have been my hobby." Mr. Voigt is also interested in music and plays several instruments by ear. He is keen on fishing and swimming, and follows Australian rules football.

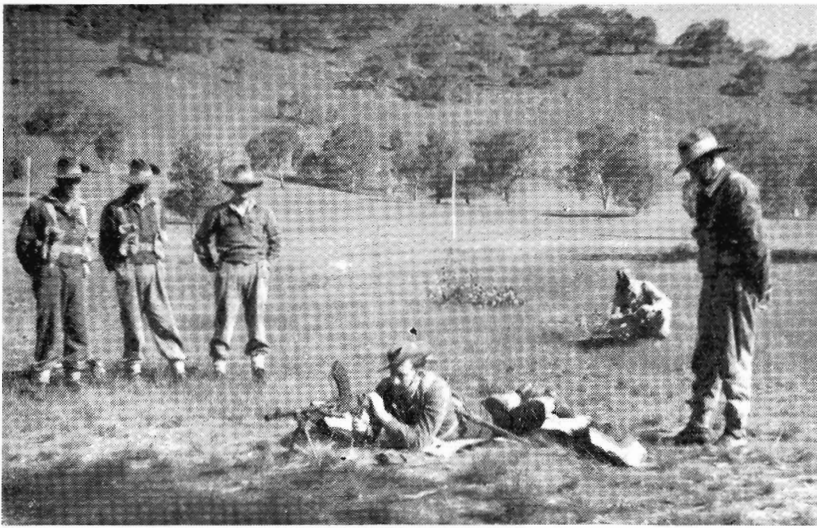
Railway Squadron Camp

MEMBERS of 41 Railway Squadron, R.A.E. (S.R.) recently completed their third annual camp of continuous training at Bandiana, in the area of the Chief Ordnance Officer of 1 Central Ordnance Depot, commanded by Col. Anderson.

This was the first camp the Squadron have had under their control. Sixty members attended, commanded by Capt. W. H. Chapman. An intensive programme of basic drill and weapon training was undertaken.

Military Railway Working

THREE days were devoted to military railway working, and the operation of a mock-up railway system of seven stations was a highlight of proceedings. Field telephones were



Corporal J. T. Welsh (signalman, Seymour) at right instructs Sapper R. J. Maddocks (guard, Melb. Yard) in firing of Bren gun, under watchful eyes of Sappers E. A. Taylor (fireman, Swan Hill) and A. Hufer (R.M. driver, Ultima) and Corporal A. H. Thompson (A.S.M., Corio) during the recent Railway Squadron camp.

Photo: G. N. Murphy

the means of communication, and miles of wire were laid by members of the Squadron between each block post as well as between block posts and control.

"Trains" were provided by using Army road vehicles and each one was manned by a driver, guard and fireman. Trains ran on the telephone and ticket systems and much knowledge was obtained from various incidents when wires were cut and trains still had to run.

A full day was devoted to the solution of a military railway problem associated with an attack on enemy shores. A selected team enthusiastically came up with the solution in the allotted time.

Other aspects of the course featured a night movement by compass bearing, a night movement through a booby-trapped area, and films and lectures on atomic warfare.

Squadron Parade

AT the end of the camp, a Squadron parade was held, the salute being taken by the Squadron O.C.

Notable visitors to the camp were; Major-General R. J. H. Risson, representing the Minister of Transport; Col. O. G. Meyer, C.O., 6 Eng. Group; Col. C. E. Bleachmore, Chief Engineer, Southern Command; Col. H. C. Foulkes and Major R. P. O'Brien, representing the Chief Electrical Engineer; Major A. T. Bewry, representing the Chief Commercial Manager; Col. E. A. Daly, representing the Comptroller of Accounts; and Mr. P. J. Dance, representing the Chief Mechanical Engineer.

Camera Club Formed

CAMERA enthusiasts, at a recent meeting called to discuss the formation of a V.R.I. camera club, accepted the offer of Mr. L. A. Punch (Overhead Depot) to present a show of 35 mm colour slides at their

next meeting. Mr. Punch has a most comprehensive collection of slides that he has shown to many appreciative audiences. On this occasion, scenes in North Queensland and Central Australia, together with Australian flowers and birds, will be shown.

The meeting will be held in Room 110, Flinders Street Station building, at 8 p.m., Wednesday, November 20. All railway men and women interested are cordially invited. At the conclusion of the screening, office-bearers for the new V.R.I. camera club will be elected.

The Council of the Institute has had a room fitted with stainless steel sink, work benches and other facilities for use by club members.

Photographers are reminded that *News Letter* pays for photographs it publishes, and invites contributions from them. Negatives only need be sent in if prints are not available. They should be clear and sharp and accompanied by full details.

Thanks

OF the Royal Australian Air Force for the provision of special train services to and from Laverton to convey members of the public to witness the ground and air displays held in conjunction with Air Force Commemoration Week. The special train services made a valuable contribution to the day's activities."

—Group Captain J. F. Lush, R.A.A.F. Headquarters, Laverton.

From the Law Council of Australia for the successful journey which visitors to the Tenth Legal Convention made to and from Yallourn. "I heard on all sides unstinted praise for the service that was provided"

—D. I. Menzies, President, Law Council of Australia

"To the stationmaster and staff at Echuca and to the railway officials at Bendigo for their effective help and willing co-operation in making our trip to Bendigo so enjoyable. This is our usual experience on rail journeys."

—L. N. Matheson, Head Master, Echuca High School

To Junior Station Assistant W. Russell, Prahran, for "his consideration to me when my shop was broken into. He informed the police and stayed until police and myself arrived, otherwise I may have lost more stock."

—Mrs. H. MacKay, Porter Street, Prahran

"For lending your attractive tourist display to be shown at Pylon Lookout. It has evoked much favourable comment, and we feel sure that it will attract many visitors to Victoria."

—Miss W. M. Lipscomb, Pylon Lookout, Sydney Harbour Bridge

Long Distance Cyclist

CLERK J. Stewart joined the service in 1921 and transferred to Wangaratta two years later. He has been there since, except for a period of 5½ years at Dimboola. Even his 5½ years with the R.A.A.F. as a W/O Telegraphist were spent at Wangaratta.

In his younger days, Mr. Stewart was active in cycling and rowing. He started, and finished, in eight Warrnambool road races and in two Goulburn to Sydney races of 127 miles. Also, he finished in the 1927 Dunlop Grand Prix—693 miles in four stages. In 1932 he won the C Grade Wangaratta-Melbourne race of 182 miles, via Shepparton. For 10 years he was scratch marker around the district. When at Dimboola he was a member of the local rowing club.

Now he is vice-president of the Wangaratta Athletic Club. In this capacity he has appeared in sporting sessions over Station 3 NE, Wangaratta.

Mr. Stewart's main hobby is fishing; he has a boat on the Ovens River. Other hobbies are shooting and gardening.



Mr. Stewart



Lad porters in 1916.

Those Helmets

REPLYING to the question raised in August *News Letter*, Stationmaster D. R. Milliken, of Seddon, says that he had his departmental helmet until a few years ago. It was issued to and worn by him when he was operating porter at Dunolly in 1915/16. According to Mr. Milliken the helmets were covered with a dark grey or green material. He says: "Each time we got between trucks to couple up, the helmet was knocked off. So the issue was discontinued."

Assistant Stationmaster L. R. Bewry, of Reservoir, has gone one better, however, by producing the photograph shown above. The picture was taken on Burnley 'up' platform in 1916 and shows three lad porters—William Noble (left) Mr. Bewry, and Angus Knight. Mr. Bewry says that the helmet issued to him came well and truly down over his face like a bath. Not long after issue, the helmet blew into the pit—much to his satisfaction, as he could no longer wear it.

Literally capping the lot, Assistant Stationmaster F. E. Roache, of Ararat, brought one of the helmets to *News Letter* office, and presented it for the records. Mr. Roache was at Elphinstone when the helmet was issued to him.

Obituary

NEWSPAPER records with regret the death of Mr. E. T. G. Newton of the Accountancy Branch, who at the time of his death was Accountant of the Victorian Railways Institute.

Mr. Newton gave 48 years' efficient service to the Department and the Institute. Always prominent in assisting patriotic and charitable efforts he worked untriflingly for the Railways Patriotic Fund during the war.

He leaves a wife and two sons, one of whom, Keith, is personal secretary to Mr. Commissioner Quail.

Travelling Porter

SHEDMAN H. J. Hammond, who operates the new electric crane at Wangaratta, joined the V.R. as a lad porter at Tallangatta, in 1921. Since then he has served at a number

of north-eastern district stations, including a period as travelling porter on the Whitfield line (now closed). After service at Camperdown and Melbourne Goods, he returned to Wangaratta—his native town.

Wangaratta Cricketer

COMING to Wangaratta 16 years ago, after service at Geelong, Warrnambool and Shepparton, Station Assistant W. Daly has made quite a reputation as a cricketer. An all-rounder, he has played with Wangaratta Cricket Club for the past 15 years, and has taken part in both Railway and District Country Weeks.

Mr. Daly was a member of the Benalla team—which included Wodonga and Wangaratta players—that won the V.R.I. Country Week in 1953. He was also in the Victorian interstate teams at the Institute carnivals at Sydney in 1949 and Perth in 1950. Last year he was captain of Benalla V.R.I. Country Week team. Billiards ranks next to cricket as far as Mr. Daly is concerned, and helps to keep his eye in.



Mr. Daly

All Rounder

MR. C. H. LILLEY, who at the time of retirement was in charge of the supply and distribution of coal and fuel oil, had 49½ years' service—the first five in the Auditor of Receipt's Branch and the remainder in the Stores Branch.

His sporting record was remarkable. As a footballer he began playing for Melbourne league team in 1913 and was in the Carnival Side the following year. After serving abroad with the A.I.F. in the first world war he again played for Melbourne from 1918 to 1925. During that period he also played first-grade cricket with Prahran and was in the Victorian Colts Eleven. As a pennant golfer, on the low handicap of 3, he represented Riversdale for five years and was club handicapper for 12 years. Having recently taken up bowls, he won his club's singles championship last year.



Mr. Jenkins

Prize Winning Hobby

OVER the past 45 years, Signal Adjuster W. R. Jenkins, of Wangaratta, has won many prizes at country shows with Old English game fowls and cocker spaniels. His other interests are bowls, football and cricket.

He is a member of Wangaratta Bowling Club, and has been at Country Bowls Week three times. Last time he was a member (with Leading Shunter Vyner and Checker V. Tripp) of the team which was runners-up in the consolation fours.

Mr. Jenkins played football in the Western District, and was President of Korong Vale Football Club. He was president of Wangaratta Railway Cricket Club for five years, and has been sub-branch president of the A.R.U. on several occasions.

Starting at Warrnambool in 1924, Mr. Jenkins was transferred to signal work in 1937. He came to Wangaratta in 1942, and returned in 1952 after five years at Korong Vale.



Checker Vern Tripp is in charge of fire-fighting at Wangaratta station. He has been instructor for about 8 years. He played cricket for Wangaratta railway team, but now concentrates on bowls. He is a member of Wangaratta Bowling Club and has competed in V.R.I. Country Week Bowls.

SPORTS

Golf

MELBOURNE turned on its best spring weather for the annual V.R.I. Country Golf Week which was held during four days of brilliant sunshine at the Rosedale Golf Club's Course at Aspendale. Before play began on the opening day visitors were given a cordial welcome by Mr. O. G. Meyer, Deputy Chairman. Fifty-seven players, from all parts of the State, competed.

Teams Championship

MAIN event, the Teams Championship, drew an entry of eight teams, representing Bendigo, Ballarat, Benalla, Ararat, Seymour, Korumburra, Korong Vale and Maryborough. Korumburra, a new team in this competition, showed surprising strength by reaching the final after beating Bendigo and Ballarat. They were defeated by Benalla in the final, 4 games to 1.

State Open Singles Championship

HELD in conjunction with Country Golf Week, this event, which is open to both country and metropolitan players, had 75 entries. For the second year in succession it was won by Signalman B. Mack (East Richmond) with a score of 122 over the 27 holes of play. Stationmaster H. Fletcher (Avoca) came second with a score of 124 and also won the Country Singles Championship which is held concurrently.

Other Events

RESULTS of the other events were: 18 holes stroke—C. Allen, Korong Vale; 9 holes Stableford—



Members of the winning team, Benalla, in the Teams Championship held during Country Golf Week. From left: A. Patterson, J. Manning, I. Dawkins (Captain), J. Morrison, J. O'Donnel.

H. O'Sullivan, Wallan; 18 holes Stableford—G. Williams, Wodonga; 9 holes bogey—J. Jupp, Seymour; 18 holes bogey—N. Roberts, Geelong; Country "Minor" Championship—E. Coughlin, Daylesford; 27 holes handicap—N. Roberts, Geelong.

At a smoke social, trophies were presented by Mr. P. Farnan, Secretary for Railways.

Ballarat Boxer

BALLARAT East Loco is proud of the boxing record of Rail Motor Second Man K. Gale, who last year won the Victorian amateur fly-weight title by defeating John Darrington on points. Ken started boxing at the age of 14. Four years later he fought Barney Walker (later professional light-weight champion) for one win and a draw. He had 30 fights, in the Ballarat and Geelong districts and Melbourne, for 29 wins. Family responsibilities prevented him from competing in the Olympic Games trials, in which he was favourite in his weight class.

Ken is still in training and has occasional fights but concentrates mostly on coaching Ballarat youths.

Next Inter-system Cricket Carnival

ALTHOUGH the next inter-system carnival will not be held until February 1959, at Perth, it has been decided to invite nominations from cricketers interested in selection

for this trip, soon after the end of the present cricket season.

Intending players (country members especially) should send their names and full particulars to the Sports Secretary, V.R.I., before the end of March next.

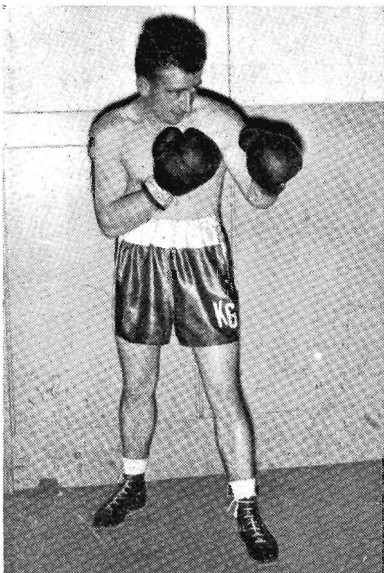
Billiards

IN this year's V.R.I. State Billiards Championship, W. Perrins beat J. McKain, 500 to 473, to win the Championship. Perrins's main breaks were 60, 46 and 39; McKain's were 25 and 24.

Mr. Perrins, who recently retired as a clerk in the Way and Works Branch at Head Office, has been a leading billiards player for many years. He won the V.R.I. Championship in 1951 and has always been a member of the V.R.I. team in the annual Melbourne Billiards Association competitions.

Dimboola Golf

IDEAL weather contributed to the success of the annual V.R.I. Wimmera golf tournament held at Dimboola. Players came from Ballarat, Ararat, Stawell, Glenorchy, Murtoa, Jung, Horsham, Warracknabeal, Beulah, Serviceton, Jeparit and Gerang. Main event, the Wimmera championship, was won by C. Rickard, Stawell. The A grade 18 holes handicap went to G. Tolliday, Dimboola, and the B grade to J. Pianta, Ararat.



Ken Gale

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER



1957



MUR

SANTA SPECIAL

THE MONTH'S REVIEW

Big Cities in Trouble

NEW YORK City lost 120,000 in population from 1950 to 1957. In the three urban boroughs (Manhattan Island, Brooklyn and Bronx) the shrinkage was much more serious—almost 350,000, or about 6 per cent.

Pertinent comment on this fact appears in a recent issue of the *Railway Age*.

"The reason, of course, is that all the money these big burghs can lay their hand on they spend to improve highways—while they starve their rail and transit service and let it stagnate or dry up. Just compare the frequency of rail service into these big cities now with 30 years ago. The more and faster the highways are made, the harder it is to keep rail and transit service solvent. And the more people become dependent on autos. But who will drive an auto into a city if he can do his business in a suburb, where there's parking space?"

"Business and property values in big cities have their foundation laid on convenient rail and transit service. Looks to me as if some of these smart city planners are sawing off the limb they're sitting on."

Claims Prevention

THE work of the Claim Prevention Officers is very much appreciated by consignors and manufacturers who, at times, confer with them when producing new types of containers. Helpful and expert advice offered by the Railways has resulted in some Dispatch Managers recommending rail instead of road transport to their executives.

Claim Prevention Officers maintain a liaison with manufacturers, warehousemen, traders and consignors generally to discuss methods of packing, branding and addressing goods as well as the actual handling and transport of their commodities. They also design and implement the use of various types of truck stowing equipment, such as truck dividing boards, rubber cask buffers, and agricultural machinery frames.

Impact Recorders

Included in the equipment used by the Claim Prevention Section are six American machines known as impact recorders.

These instruments are placed in loaded trucks of merchandise at various locations within the State and travel through to the destinations with the trucks. They are then returned to Melbourne with other loading. Thus a two-way record of the train movement of the trucks is registered on a sensitized chart. A reading of this chart indicates the time all movements were

made, the locations of such movements, and whether or not a particular vehicle received the desired careful handling.

Another valuable item of equipment is the camera. Five cameras are in use by Claim Prevention Officers, whilst the departmental photographers are available for internal flash lighting, photostating and photographic publicity relating to claims prevention.

Citizen's Prompt Action

CRASHING of a gum tree on the railway line at Croydon was followed by swift thought and prompt action on the part of a local resident, Mr. G. C. Tate. He telephoned Croydon station, and then took his axe and chopped off some of the branches of the tree. The Melbourne-bound train, warned at Croydon, drew up slowly, and Mr. Tate helped railwaymen to finish clearing the line. In expressing appreciation of the prompt action, the Secretary for Railways said that this avoided any risk of accident and that Mr. Tate's assistance helped minimize delay to trains. As Tom Train would have said, "He was a friend in deed."

S Class Locomotives

SEVEN of the new S Class diesel-electric locomotives had arrived when *News Letter* went to press.

Some amendments have been made to the specifications of the locomotives as published in October *News Letter*. These are:

Tractive effort, continuous : 53,500 lb.
Speed at continuous rating : 9.5 m.p.h.
Length overall : 60 ft. 11 in.

Rail Tours Popular

THREE recent rail tours, of widely diverse types and catering for different interests, typify the varied range of tours of the State which can be made by rail.

The 51st Reso Tour covered a week's inspection of national resources in the Wimmera, Western District, and Mount Gambier area. Members of the party included leaders of commerce and industry and representatives of primary producers. They were either members of the Brotherhood of Resonians or had been nominated for the trip. Resonians live, eat and sleep on the train, which is virtually a high class hotel on wheels. During the tour they inspect farms, factories, business establishments, and Government undertakings of all kinds.

A week-end Holiday Train Tour, covering nearly 500 miles of rail and road travel, ran to Warrnambool. This, as its name implies, was purely a holiday and sight-seeing tour. Passengers lived on the train, but had their meals at leading Warrnambool hotels.

Third of the trio was a diesel rail-car day excursion to Yalourn and Morwell, organized by St. Kevin's College Railway Club. Planned to stimulate schoolboy interest in railways, the tour was also of a highly educational character.

In each case, popularity of the tour was accentuated by the comfort and relaxation of rail travel.

Departmental Tabloids

FOR free distribution from the railway exhibit at the Royal Show, the Public Relations and Betterment Board produced a tabloid newspaper of eight pages—*Victorian Railways News*. In concise newspaper style, *Victorian Railways News* told the public what the Department was doing to improve services, gave details of latest types of rolling stock and had items of special interest to graziers, motorists, schoolboys and mothers. Given favourable notice by the press, it was sought after by the thousands who visited the Royal Show exhibit.

See *Victoria*, a tourist tabloid first published for the Olympic Games' visitors, proved so successful that a new edition was recently produced. Distribution is from the Victorian Government Tourist Bureau, various shipping and air lines, etc. It is also sent overseas.

Due to economical production on newsprint, it is possible to distribute these tabloids freely and thus reach a wide public at relatively low cost.

Further editions of both will be produced.

Altered Publication Date

THE production timetable for *News Letter* has been revised following the introduction of new machinery at the Printing Works. In future, the magazine will be published in the middle of each month instead of at the beginning. This will enable more up-to-date news items to be included.

FRONT COVER

So successful was last year's *Santa Special* that the Myer Emporium chartered two special trains for this Christmas. The specials are bringing shoppers and children from the various outer suburbs to Spencer Street, from where they travel by bus to Myers. Seven specials a week are being run during the four-week period from the middle of last month, and about 19,000 people will travel on them. Last year there were only three specials a week; passengers totalled about 8,000.

GAUGE PLANS CHANGED

STANDARD of rail service to North-Eastern and Goulburn Valley lines would deteriorate if one of the existing Broadmeadows-Mangalore tracks was converted to standard gauge as was proposed in the original scheme. Plans have, therefore, been changed to include a separate 4 ft. 8½ in. gauge line on this section.

STANDARD gauge track between Melbourne and Albury will be provided by converting, in a few places, the 5ft. 3in. track to a gauge of 4ft. 8½in., but principally by constructing a new line which, in the main, will parallel the existing tracks.

It is proposed to convert the 'up' goods line, running from South Kensington to West Footscray, to standard gauge and provide a new standard gauge track between West Footscray and Albion. Between Albion and Broadmeadows, the existing 'up' goods line will be converted.

A third track, of standard gauge, will be provided from Broadmeadows to Tallarook. This change in the original plan was decided after a detailed investigation of traffic on the north-east and Goulburn Valley lines.

In the vicinity of the Goulburn River, between Tallarook and Seymour, the existing 'up' line will be converted to standard gauge in order to obviate the building of another bridge over the river. From the Seymour side of the river, a new track will be constructed through to Wodonga where it will join the standard gauge track now connecting Wodonga and Albury.

Three works can be regarded as major problems associated with the provision of standard gauge. They are: bridges, centralized traffic control with power operated signals, and the alterations required in the Melbourne area.

All existing bridges, with the exception of those over the Goulburn River and its overflows between Tallarook and Seymour, will need to be widened. The total length of bridging required will be about 14,000 ft. Between Mangalore and Wodonga are the Broken River bridge at Benalla (800 ft. long) and the Ovens River bridge at Wangaratta (700 ft.). Other large bridges are Hughes Creek at Avenel, Seven Creeks at Euroa, and Reedy Creek at Wangaratta.

In the main, the bridge work will involve the construction of a large number of standard size spans, and details of these are already in hand to enable a start to be made on the small jobs with a view to training staff on them before tackling the bigger jobs.

To allow trains running on the standard gauge to pass each other, crossing loops must be provided at reasonable intervals along the track. As it will not be possible to provide these in the present station yards because of the existing facilities, they will be located outside the station yards. Because of their distance from the station buildings and offices, a different form of safe-working will be required from that used on the present 5 ft. 3 in. gauge. The type of signalling proposed is automatic power signalling with centralized traffic control.

With C.T.C., a Traffic Controller is in a central location and operates the points and signals remotely by telegraphed codes. The code then selects the station and the operation to be performed. After the points have been moved and the signals cleared, a return impulse is transmitted back to the Controller, to tell him that the points and signals have responded to the coded instruction sent out. This system will enable very fast operation of trains through crossing loops and assist in speeding up the service.

A large amount of work will be necessary in the Melbourne terminal area to enable the standard track to be brought into Melbourne. It is proposed to provide a goods terminal in the Dynon area along Dynon Road. The passenger terminal will be at Spencer Street station. To provide both of these, a considerable amount of work will be required in providing track work and signal facilities, but, up to the present, details have not been worked out.

Consideration has been given to regrading on various sections of the North-eastern line where the new standard gauge will be laid, but it has been determined that this would not be economically justified. All cuttings and embankments will require to be widened to provide for the new track. Between Broadmeadows and Wodonga, an estimated 1½ million cubic yards of earth will need to be moved, the deepest cutting being 34 ft. and the highest bank 25 ft. between Mangalore and Avenel.

Alterations to several station yards will be necessary, but most of these

will be of a minor nature. Major work will be required at big stations such as Seymour, Benalla, Wangaratta and Wodonga. At some stations it will be necessary to alter the station buildings and approaches. Some departmental residences will also need to be moved to allow the track to go by.

Approximate quantities of materials required for the new track are 27,000 tons of rails, 450,000 sleepers and 650,000 cubic yards of ballast; and for bridges, 4,500 tons of steel.

Negotiations are proceeding between Victoria, New South Wales and the Commonwealth for the provision of improved rolling stock for passengers and goods. The Minister of Transport (Sir Arthur Warner) said that the two State Ministers believed there should be two high-class trains, with sleeping accommodation, travelling in opposite directions each night, and also two trains providing sitting accommodation with buffet facilities.

It is estimated that the cost of four new trains of this type would be about £2½ million. The present *Daylight* trains are considered adequate, subject to the provision of a few new additional cars.

In order to obtain a greater share of the fast goods traffic moving between Melbourne and Sydney, the two Ministers have recommended that additional covered and flat bogie waggons, capable of travelling at high speeds, should be acquired. These trucks would cost about £6,000 each.

Instead of converting the present V.R. diesel-electric locomotives to standard gauge, it is proposed that new diesels should be obtained for the Melbourne-Sydney goods trains, and that the present diesels be used for improving other services.

Whilst most of these acquisitions will necessarily be a joint State responsibility, negotiations are proceeding as to the manner in which the funds can be provided. Provision of the new rolling stock will, of course, not be necessary until the new line has been completed, in four years' time. Nevertheless, orders will have to be placed in the near future if the provision of new trains is to coincide with the opening of the line.

More traffic is vital to our personal welfare and to that of the State.

WE
HAVE

SURPLUS CAPACITY



THE aftermath of war, with its shortages of money, materials and manpower, reduced railway capacity to such an extent that a large amount of traffic was diverted to the road.

In recent years, however, additional rolling stock and equipment have been acquired, and the Victorian Railways now have the capacity to transport a much greater quantity of goods than they are now carrying, but despite this, much of the traffic which was diverted to road has not been regained.

This traffic must be regained and the railways used to capacity, otherwise the community will continue to pay a

heavy price for wasteful duplication of transport resources. Competition has advantages, but it can be very costly if it leads to over-capitalization.

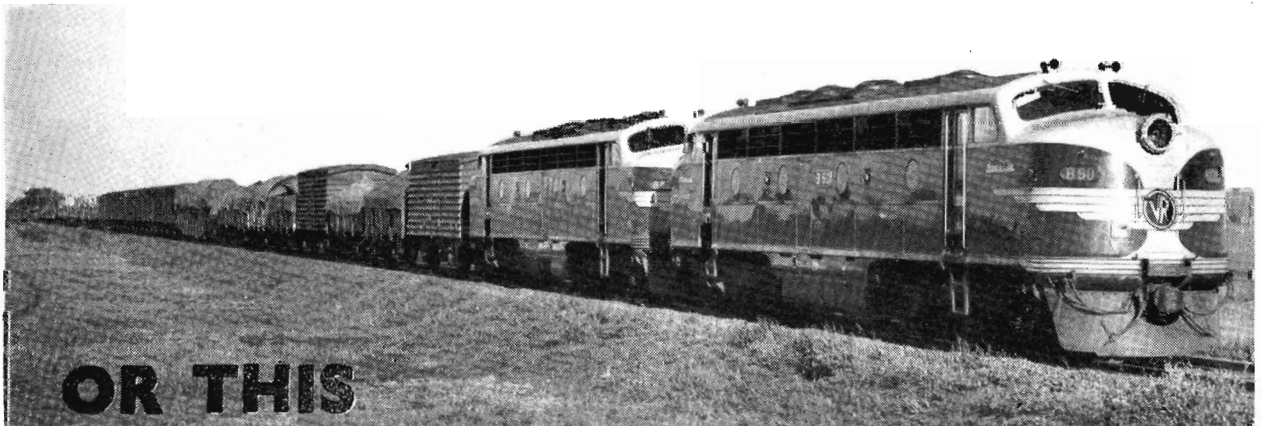
The greater proportion of rail traffic is carried at very low rates, fixed in the interests of development and the community generally, for primary products and traffic of comparatively low value. Thus, the average rail freight rate is below that at which road operators could earn a living if they complied with industrial awards and conditions as the Railways do. When comparing transportation costs, it must be borne in mind that there is little cost in carrying additional traffic on trains which

are not hauling full loads.

The Transport Regulation Board, in accordance with its function under the Acts, is doing much to look after the interests of the community by preventing wasteful duplication of transport facilities.

The Railways feel, however, that the Transport Regulation Acts make too liberal provision for competitive road movements. Moreover, some traffic is moving by road without authority.

The Transport Regulation Board is endeavouring to detect unauthorized movements of traffic. Railway personnel can help by promptly reporting any apparent irregularities to their senior



officers so that information can be passed on to the Board. Recently, *News Letter* published details of several instances of officers who did this.

It should not be necessary to stress the need for such action, because

irregular transport by road must lessen railway revenue and threaten the livelihood of railway staff. Moreover staff can take positive action by obtaining new business for the railways wherever possible. Commercial Agents cannot

be everywhere nor can they know local conditions as well as does the local staff. We can all help ourselves—and the community—if we keep on the alert to hold and regain business.

ROAD TRANSPORT REGULATIONS



The following is a brief summary of the provisions of the Acts of Parliament governing road transport in Victoria.

COMMERCIAL road motor transport in Victoria is controlled under two Acts—"The Transport Regulation Act 1955," and "The Commercial Goods Vehicles Act 1955." These Acts establish the principle of regulation and co-ordination of transport with a view to preventing wasteful duplication of facilities.

The Acts are administered by a Transport Regulation Board of three members appointed by the Government.

The Acts prescribe that commercial road vehicles must be licensed. When, however, the vehicles are used for the following purposes, licences are granted automatically and licence symbols are shown on windscreens:

SYMBOLS

- EA 1. (a) within a radius of 25 miles from the G.P.O. at Melbourne
- EB (b) within a radius of 25 miles from the Chief Post Office at Ballarat, Bendigo, and Geelong or
- EC (c) within a radius of 20 miles from the place of business of the owner at other locations;
- ED 2. by a primary producer solely for the carriage of his own goods or produce in a vehicle in excess of 2 tons—vehicles

of smaller capacity are not required to be licensed;

- EG 3. by any person engaged in business for carrying his own goods in the course of his business within a radius of 50 miles from the principal place of his business in Victoria, provided the vehicle does not exceed 4 tons capacity.

- EH 4. solely for the carriage of most perishable goods, live-stock and a few other specified classes of traffic.

In addition to granting these "automatic" licences, the Transport Regulation Board has authority to grant licences (symbol D or TD) for any other purpose, but before doing so it is required primarily to consider the interests of the public generally, including those of persons requiring or providing facilities for the transport of passengers or goods; but the Railways Commissioners are entitled, through their representative before the Board, to object to the granting of such licences.

The Board has authority to authorize licence holders to operate under permit beyond the provisions of a licence for particular trips or for particular purposes, but for temporary periods only.

Where permits as distinct from licences are issued, they are held by drivers of the vehicles and not indicated

on the windscreen by symbols as in the case of licences.

Under normal conditions, permits *are not* issued for:

- (a) the carriage of wool from places more than 50 miles from Melbourne or Geelong.
- (b) beer, groceries, and similar high-freight goods beyond a 50-mile radius of Melbourne, or;
- (c) new farm machinery or tractors between manufacturers or distributors and country agents or buyers.

Authority may be given by the Board for the road movement of such things as: Uncrated plaster and cement sheets, bricks and tiles, "sticked" timber, firewood, hides and skins, motor cars, gas cylinders, petroleum products in drums (up to 160 miles) and in tankers, uncrated refrigerators and washing machines, sanitary earthenware and manures (up to 100 miles).

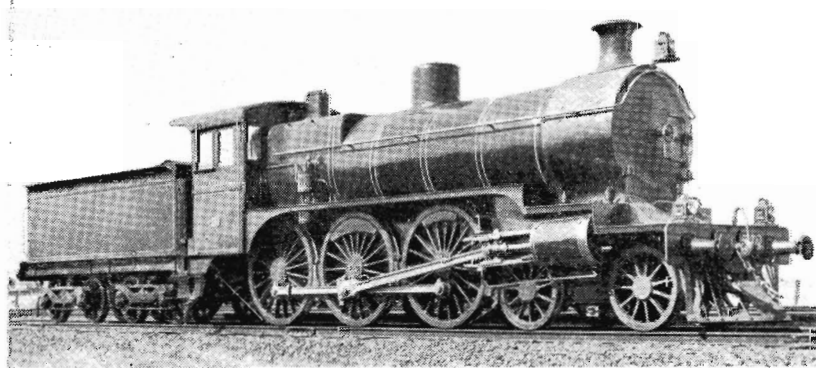
A major enforcement problem now facing the Board relates to the carriage of goods from Melbourne to towns on or adjacent to the borders of South Australia and New South Wales.

The High Court of Australia recently determined that such movements are not subject to regulation either by licence or permit, provided the goods in the first place are conveyed over the border, and are returned in another road operator's vehicle.

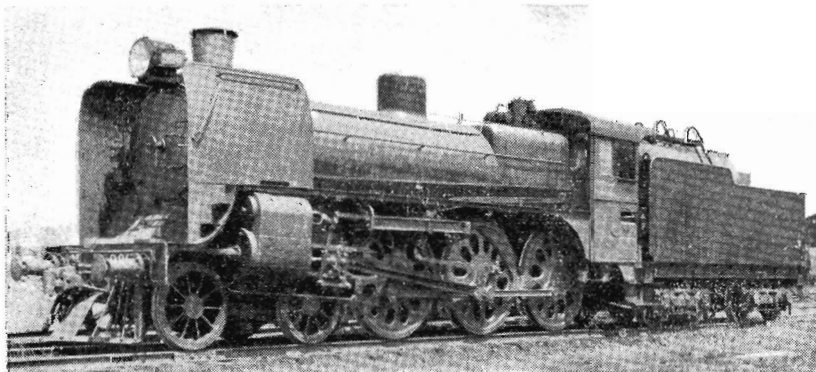


A2 572 hauling the *Sydney Express* of 1908, with its newly introduced AE and BE cars.

JUBILEE OF THE A2



A2 572 in its original state.



Walschaert gear A2 converted to burn fuel oil, and fitted with Boxpok wheels.

OVER the past 50 years, the A2 locomotives have carried out a wide and varied range of duties, from hauling royal trains down to the lowly, but necessary, task of shunting. During that time, too, they have taken part in some historic events.

Birth of the first A2 was foreshadowed in the Annual Report for 1906/07 when, after pointing out that the continued expansion of express passenger traffic frequently necessitated the use of two locomotives to draw the heavier trains, the Commissioners said: "It has therefore been decided to construct 10 express locomotives with considerably increased power for the purpose of running these heavier trains, and a pattern engine is now under construction."

Next Annual Report stated: "The pattern locomotive of the A2 class was completed and placed in running in December last, and has proved satisfactory in every way." The report included a picture of the "express and passenger locomotive, A2 class."

The A2 was designed by the late Mr. A. E. Smith, one of the Department's most brilliant engineers, who retired as Chief Mechanical Engineer in 1928. As originally designed, it was fitted with Stephenson valve gear, but, in 1915, a change of design was made and Walschaert valve gear was fitted to the new locomotives. At the same time, superheated steam was introduced. This

was one of the most revolutionary changes in steam locomotive design since the turn of the century.

A further big improvement to the A2 was the re-design of the smoke-box, commonly referred to as the modified front end. These improvements increased the power of the locomotives with substantial savings in fuel and water consumption.

(It was for a thesis on this important change in design that Mr. E. H. Brownbill, Chairman of Commissioners, obtained his Master's degree in Mechanical Engineering in 1936.)

The original project of 10 locomotives had been expanded and, between 1907 and 1922, a total of 185 A2's were built—175 at Newport Workshops and five each at Ballarat and Bendigo Workshops.

By 1925, the writing was on the wall, so far as the Melbourne-Sydney express service was concerned. For now it was the A2 which was not powerful enough to do the job singlehanded. The Annual Report of 1924/25 records that: "arrangements have been made for the design and construction of a pattern locomotive which will be capable of hauling the present maximum load of the express without assistance." However, it was not until 1928 that the new S class locomotive made its debut. By 1933, there were four of them to handle both divisions of the Sydney express service.

There was still plenty of other work for the A2's, and they kept steadily on the job hauling *The Overland* and important country trains.

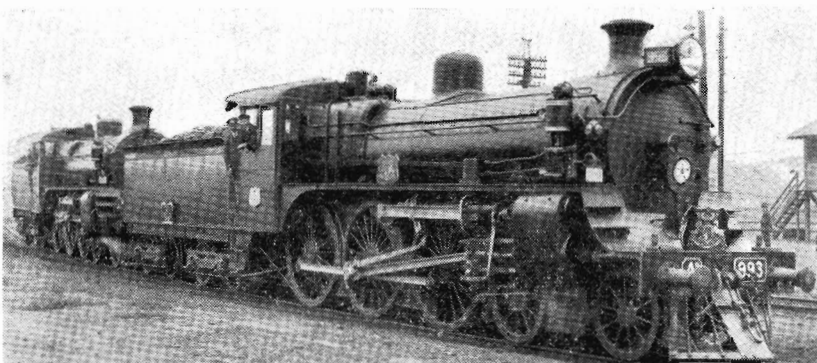
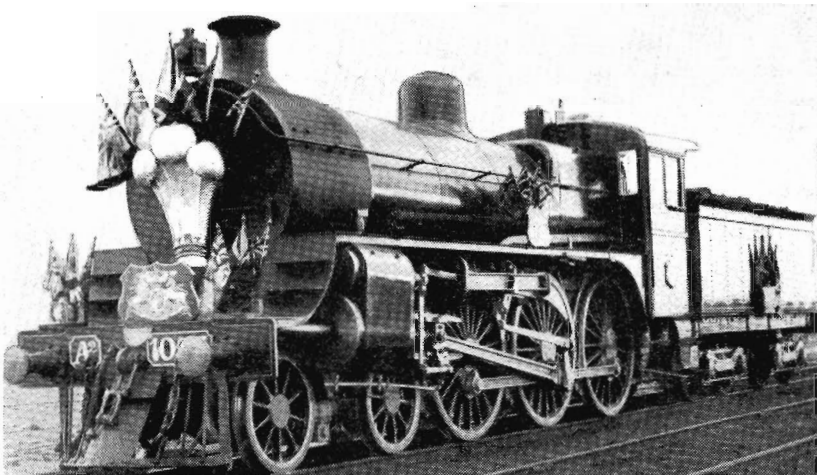
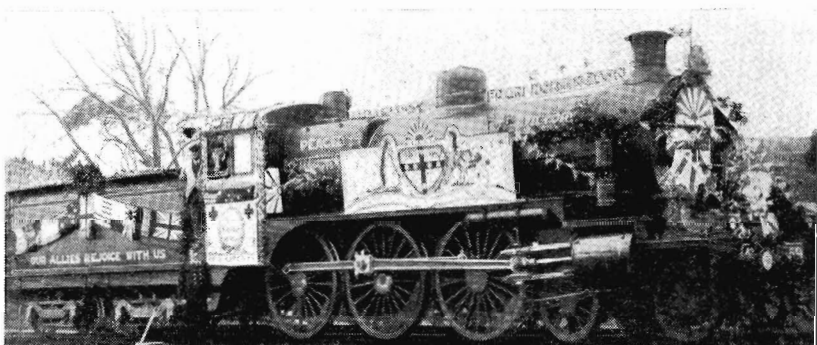
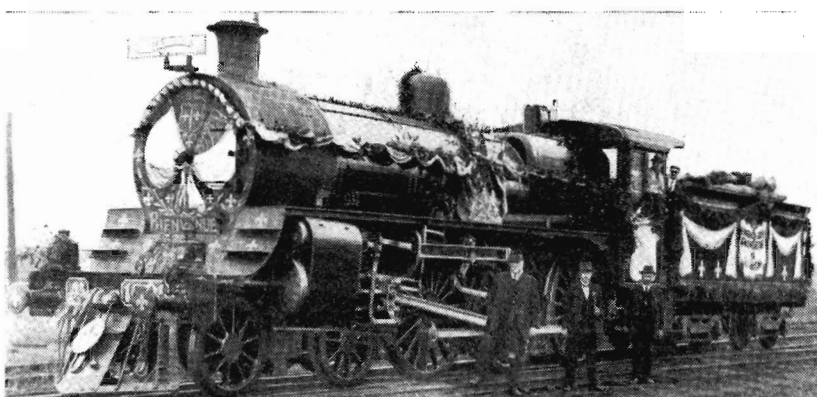
Between 1946 and 1948, 60 of the A2's were converted to burn oil. At first, rectangular fuel tanks were fitted, but these were superseded by cylindrical tanks which were impervious to vibration.

The first of the A2's went to the scrap heap in 1946. From 1950 onwards more and more were scrapped until, today, only 31 are left.

A2 572, the pattern of the class, built up a service mileage of nearly 1,173,000 miles before it was scrapped at the end of 1954—three years short of its own jubilee.

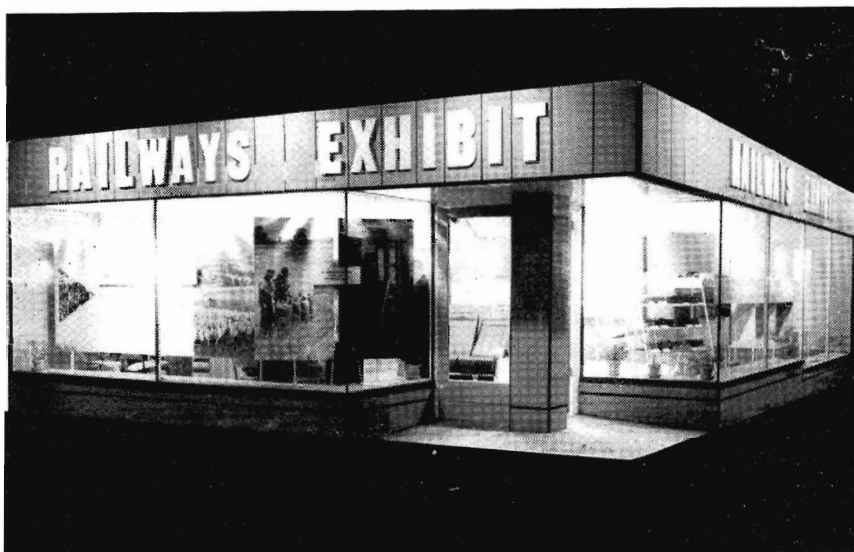
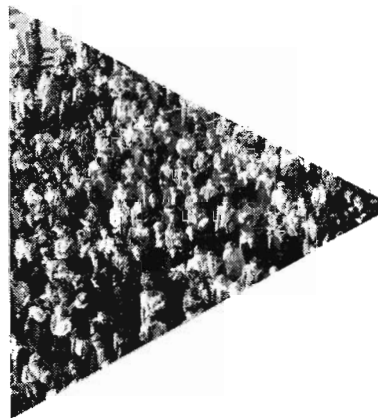
The A2's figure in many a railfan's photographic collection, and their passing is "noted with regret" by lovers of the steam locomotive.

To celebrate the jubilee year, the Australian Railway Historical Society arranged for an A2 to haul the special train which ran to Geelong recently for the Geelong line centenary. Thus was another historic occasion linked with the A2.



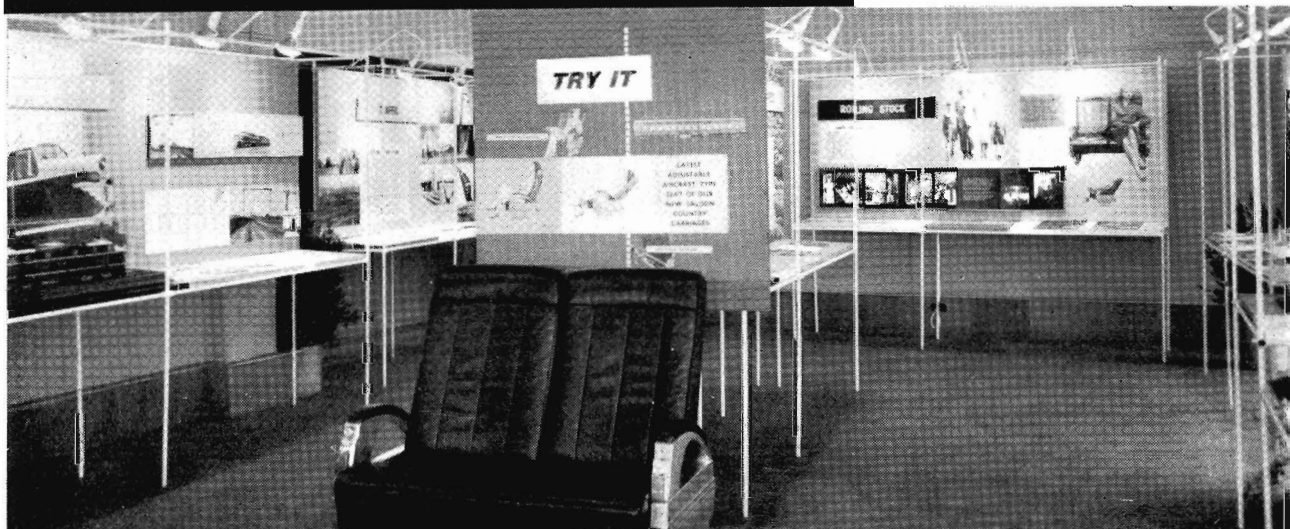
A2's bedecked for historic occasions: (1) visit of General Pau, 1918; (2) Peace Day Holiday, 1919; (3) visit of Prince of Wales, 1920; and (4) visit of Duke and Duchess of York, 1927.

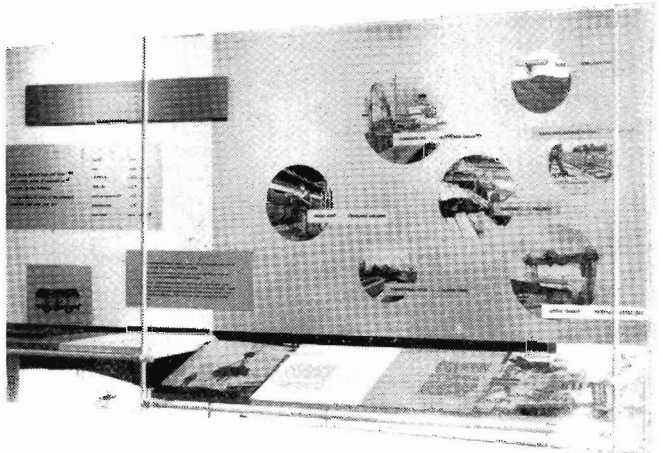
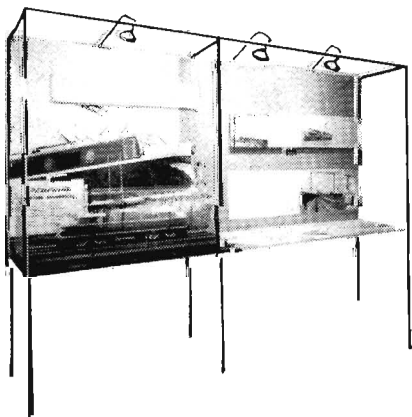
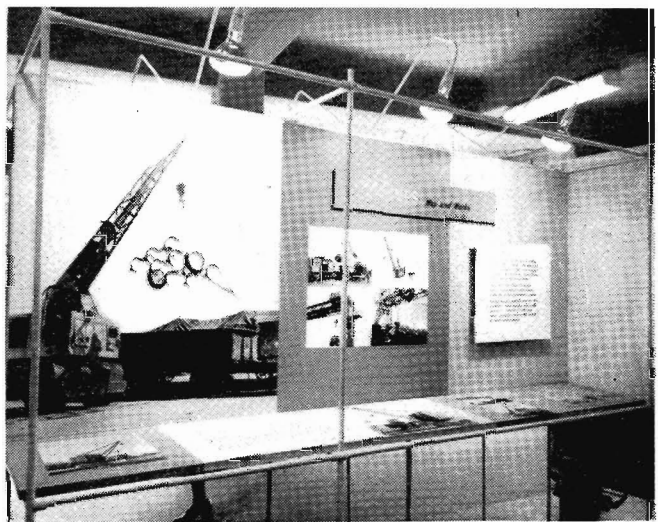
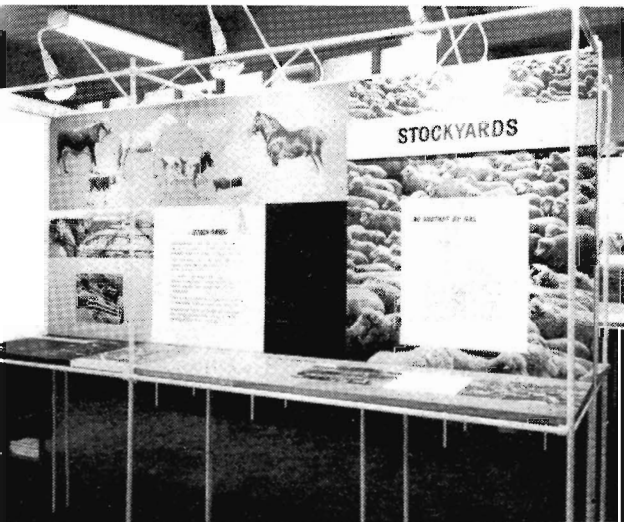
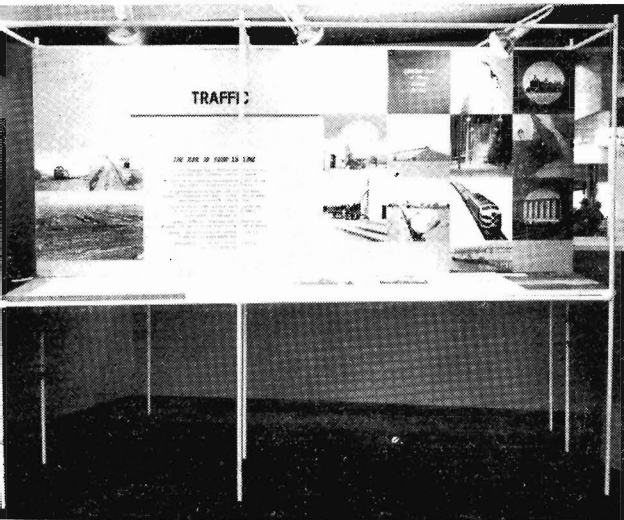
YOUR RAILWAYS and THE MAN ON THE LAND



Photographs, facts and figures combine, in this exhibit, to show the man on the land the extent to which the Victorian Railways have provided the means to transport the commodities and equipment necessary to develop the State's primary and industrial resources.

The exhibit, first featured at the Royal Show, has since been displayed at Horsham.



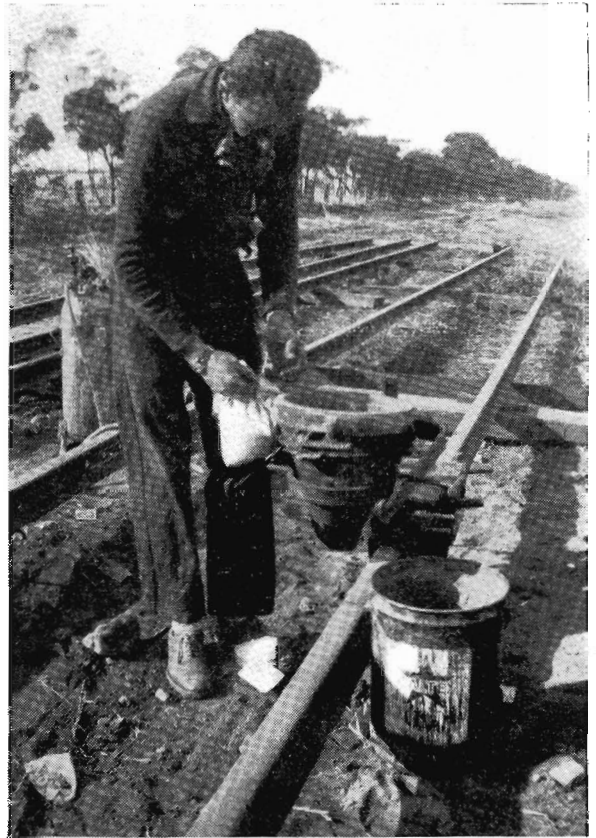


THERMIT WELDING OF RAILS

THE superseded Thermit Process, adapted when rail welding was introduced in Victoria in 1931, has been revived to speed the relaying programme.



Acting Moulder W. P. Walsh preparing the mould.



Skilled Labourer P. Watts packing the crucible.

IN 1936, an automatic flash butt welding machine was installed at Spotswood to cope with requirements. This new machine had a high operating speed and the process was cheaper than the Thermit method, even allowing for rail transport costs from the depot to the site of the work.

Relaying is now being undertaken at a greatly increased rate following a re-organization of relaying procedure and the establishment of large gangs equipped with modern mechanical equipment. To meet the demand for welded rails for main line relaying involves the working of two shifts at Spotswood Flash Butt Welding Depot, which is the maximum possible allowing for maintenance time.

When relaying of the section of the Robinvale line between Boort and Ultima was undertaken, it was decided to use the Thermit welding process. As an adjunct to the flash butt welder, the Thermit process is thus helping to step up even further the improved relaying programme.

About 20 track miles of good rail has been obtained by the dismantling of the Colac-Alvie and Bittern-Red Hill lines. These rails are being welded in pairs to make 90 ft. lengths to improve the Robinvale line for heavy wheat traffic. Welding is done on the site prior to the rails being laid in the track.

Briefly, the Thermit process is :

By the use of special patterns, sand moulds are prepared in halves to fit around the rail.

The rails are accurately lined up with a 3/8" gap between the ends to be joined, over which the sand mould is clamped.

A pre-heating unit is applied to heat the ends of the rails to a cherry red—about 950° centigrade.

While this is being done, a crucible of Thermit material is prepared. Thermit material consists of heat treated iron

oxide and finely ground aluminium with some alloying materials.

The quantity for each joint is made up in an individual bag, which is emptied into the crucible after a tapping plug is placed to close the bottom outlet.

The pre-heater is withdrawn and the heating hole is plugged.

The crucible is swung over the gap and moulds, and the mixture is ignited with magnesium taper.

The Thermit reaction takes place raising the temperature to about 2000° centigrade in 20 seconds, and producing the steel required for the weld.

At the correct time the tapping pin is knocked up and the molten steel runs into the mould.

The molten steel melts the rail ends and fuses them together with the added steel.

About five minutes after the weld is run, the mould box is removed and surplus steel chipped off.

When the weld has thoroughly cooled, the rail running surfaces are ground.

After the welding, the 90 ft. length of rail is ready for laying in the track and is pulled to its proper position by tractors.

Above : Tapping the crucible. Leading Hand Welder S. Docwra (left) and Skilled Labourer Watts.

Right : Cutting off superfluous weld metal from top of rail. Skilled Labourer W. Bland (left) and L. H. Welder Docwra.



SATURDAY NIGHT IN THE SUBURBS

FOR many suburban families, Saturday night is one of movies, T.V., dances, or parties. For many railwaymen, it is a night of solid work. For, with longer intervals between last trains at night and first trains in the morning, Saturday night and early Sunday morning are the most suitable times to carry out many track works.

A glance through the special train circulars for a recent week-end gives some indication of the volume and

diversity of work carried out by railwaymen while Melbourne sleeps.

Melbourne Yard supplied an engine, 2 vans and guard to attach 4 empty QR trucks and 5 empty I trucks to load Way and Works material at North Melbourne. At South Yarra, station buildings were demolished.

Between Bentleigh and Moorabbin overhead poles were erected; between Mordialloc and Aspendale, rails were discharged; at East Richmond dirty metal was loaded; between Box Hill and Blackburn, Way and Works material

was loaded; steel joists were erected between Croydon and Mooroolbark; and, on the Ashburton line, Way and Works materials were loaded and discharged.

On the other side of Melbourne, decking was being renewed on High Street bridge, near Northcote Loop Junction; and rails were loaded between Heidelberg and Watsonia.

These are just samples of the many jobs which railwaymen are carrying out—day or night—to maintain and improve the suburban railway system.

LINES FROM OTHER LINES

Photographic Excursion

A special excursion for amateur photographers, including a trip on a Lake Windermere steamer, with prizes for the best pictures taken during the day by the passengers, was arranged recently by British Railways, London Midland Region. The train included a buffet car, and special stops were made to allow passengers to use their cameras in the competition.

India's Second 5-year Plan

FIRST year of Indian Railways second 5-year Plan was 1956-57, during which 87 miles of new railway lines were opened to traffic. At the end of the year construction of 524 miles of new lines was in progress. Work was also in hand on nearly 700 miles of doubling. Approved surveys totalled 2,800 miles during 1956-57, of which field work on nearly 2,000 was in progress.

Orders placed during the year covered 557 locomotives, 1,931 carriages and 27,184 waggons (in terms of four wheelers). Expansion and modernization of existing workshops as well as establishment of new workshops were also taken in hand to cope with repairs of the increased rolling stock. Difficulties in implementing the programme

were experienced through shortages of such things as steel, cement, rails, sleepers, points and crossings.

During the first 5-year plan period, 500 locomotives, 4,314 carriages, and 41,982 waggons were manufactured in India. Importations from abroad included 1,061 locomotives, 446 carriages, and 19,274 waggons.

Newfoundland Diesels

ADOPTION of diesel power by Canadian National Railways in Newfoundland is reported to have justified all expectations in enabling the 3 ft. 6 in. gauge railway to operate longer trains at faster speeds over the tortuous grades of the island lines. One of the newly acquired diesels has hauled a train of 108 trucks—a Newfoundland record. Trains of 60-70 trucks are expected to be fairly common.

German Motive Power

AT the beginning of 1957, the German Federal Railways had on their books 10,460 steam locomotives, of which 930 were stored. Last year, only six steam locomotives were delivered, and 29 more are to be delivered in 1957-60.

Total of electric locomotives was 520. A further 322 are due for delivery in 1957-58.

Diesel locomotives of all types numbered 180, chiefly with hydraulic transmission. There were 290 more scheduled for delivery in 1957.

Special Fruit Trains

BULGARIAN Republic Railways have acquired 16 double-bogie refrigerator vans and two power-equipment cars. All are to be operated as one train taking fresh fruit and vegetables from Bulgaria to Berlin and other Eastern German cities. Each equipment car contains a 90kW diesel-generator set to provide refrigerator current and other services down half the train.

Steam Dwindling

THE extent to which steam is being replaced by electric and diesel motive power on the Netherlands Railways is shown in official figures. In 1951, 28% of total traffic was moved with steam, 65% with electric, and 7% with diesel traction. Today these figures are 6, 69, and 23% respectively.

Although total traffic since 1951 has increased by more than 8%, energy consumption (in calories) was 11% lower as a consequence of the change in motive power.

A remarkable feature is the extent to which lines with relatively light traffic have been and are being electrified in a country without water-power resources.

U.P. Gas Turbines

UNION Pacific Railroad reports that, during a typical recent month, its 25 2,500 h.p. gas-turbine-electric locomotives averaged 12,026 miles per unit in heavy freight service over the length of its principal main line between Cheyenne, Wyoming, and Ogden, Utah. This is considerably more than the figure attained by any diesel-electric or steam locomotives working over the same district. The gas-turbine units also averaged 34.95 train miles per train hour, exceeding by 6 m.p.h. the average for diesel-electric units operating over the same line.

The U.P. now has 25 additional gas-turbine-electric locomotives on order, but in this case twin units of 8,500 h.p.

Diesels In Philippines

THE Manila Railroad is converting its entire working to diesel power, disposing in one stage of its complete stock of over 90 oil-burning steam locomotives and replacing them by 40 General Electric diesel locomotives.



Budd car, specially designed for high-density commuter traffic, is 85 feet long. Built for the Brazilian Railways, the cars will operate in units of three. They are electrically powered, and have four doors to a side, for quick entrance and exit. Seating capacity of each car is 80, and there is space for 320 standees. Harris Trains provide for about 65% standing in crush load, as compared with 80% for these Brazilian cars.

SATELLITES

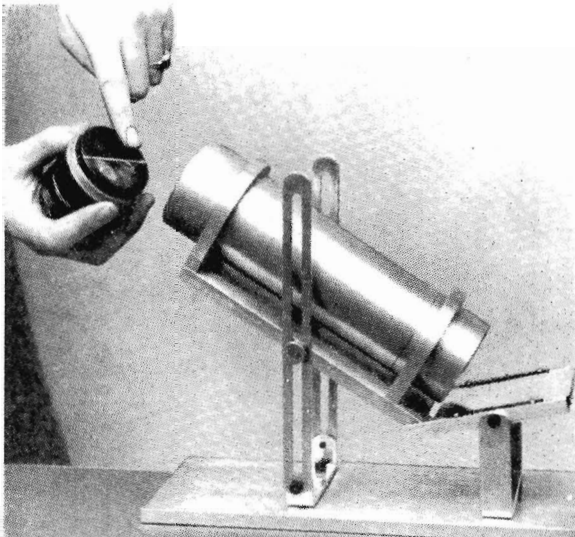
WHEN the American satellites are circling the globe the Astronomical Society of Victoria, together with other observers throughout the world, will make official records of them. Director of the Society's "moonwatch" station in Melbourne is an amateur astronomer who is also a railwayman—Mr. W. G. H. Tregear, a civil engineer in the Way and Works Branch.

MR. TREGEAR, who has been interested in astronomy for many years, is President of the Society, director of its demonstrators' section, a member of the British Astronomical Association, the Astronomical Society of the Pacific, and a Fellow of the Royal Astronomical Society, London. Another of his interests is microscopy.

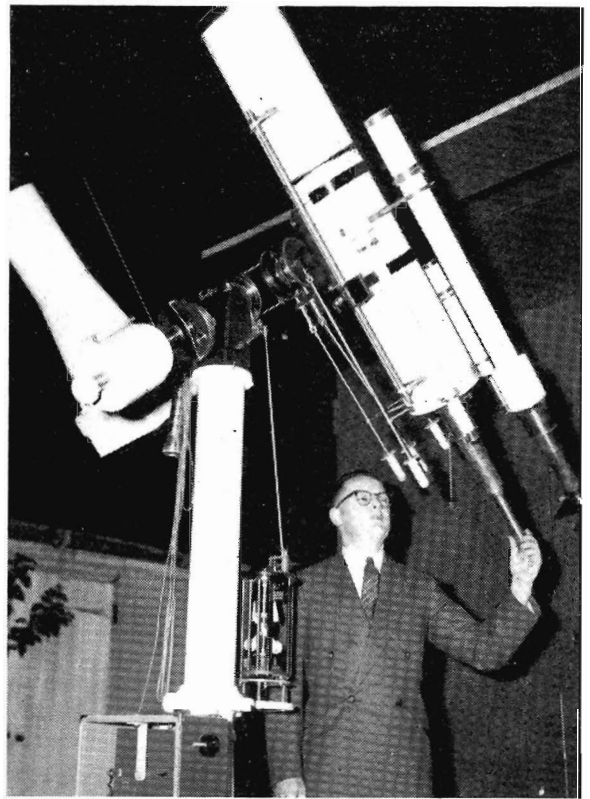
World-wide preparations for observing the satellites have been organized by the Smithsonian Astrophysical Observatory of Cambridge, Massachusetts.

Twelve special Baker-Nunn satellite tracking cameras, costing £50,000 each, have been set up at various points throughout the world, the only one in Australia being at Woomera. For accurate aiming, these cameras will depend on information obtained by groups of observers in various countries. There will be five such "moonwatch" groups in Australia. The Melbourne group will set up its station in the grounds of the former Observatory, South Yarra.

Observing a satellite, Mr. Tregear points out, requires special equipment such as telescopes with a very wide field



The specially designed telescope (" moonscope ") for satellite observation.



Mr. Tregear making an adjustment to his 5" refracting telescope. Much of it made by himself, it represents many hundreds of hours of painstaking work. It is electrically driven to follow the apparent movement of the stars. The main telescope gives a magnification of 250; one of the two smaller telescopes is used as a finder and the other as a photographic guider. At the left is the telescopic camera.

of view and large light-gathering capacity. The wide field of view is particularly important, not only to cope with the great speed of the satellite, but also to keep the numbers of observers—and their expensive instruments—to a minimum.

The Melbourne group comprises about 60 volunteer observers, enabling teams of 20 to man the station as required. The observers sit at a special table, on which the " moonscopes " are mounted in such a way that adjacent fields of view overlap and form an " optical fence " over which the satellite cannot pass without someone in the group observing it.

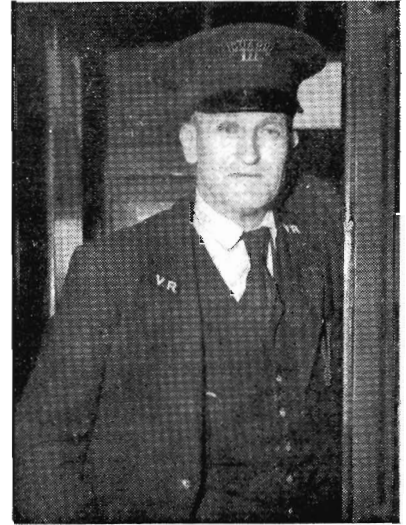
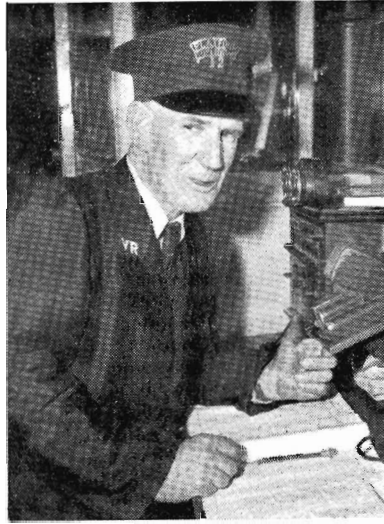
The observer, through whose field of view the satellite passes, will record its passage across the meridian by noting the altitude and pressing a button that will register on a wire recorder into which time signals are being continuously fed.

The information will be immediately radioed to an electronic " brain " in Massachusetts which, after combining it with similar information from other parts of the world, will calculate the satellite's orbit. The data so obtained will then be radioed to the appropriate tracking cameras to assist in their correct aiming.

In the dying stages of a satellite, when it begins to spiral rapidly in its orbit through atmospheric and meteoric friction, the special tracking cameras will not be able to follow its quickly changing path. The final observations, which are very important for determining the density of the upper atmosphere, will therefore be made entirely by the amateur observing groups.

Rarely has an experiment been so costly. So far, the United States' Congress has voted £49 million for the project.

AMONG OURSELVES . . .



Left to right: Messrs Zieleniewski, King and Waiting

Blind Man Saved

ALERTNESS and promptness on the part of three railwaymen recently saved a blind passenger from serious injury, or perhaps death.

When attempting to board a train at Flinders Street, the blind passenger mistook the space between two carriages for a compartment doorway, stepped forward and fell.

Station Assistant A. Zieleniewski had just given the departure signal for the train when he saw what happened. He called to the Platform Supervisor to hold the train; at the same time he grabbed the passenger, pulling him from between the carriages.

Platform Supervisor J. J. King hearing the call, looked through the cabin window, grasped the situation, and called to the guard over the loud speaker not to move the train.

Guard F. J. Waiting, who had given the flag to depart, heard the loud speaker call. He promptly pulled the brake tap. The train did not move an inch.

The passenger, bleeding from splits in his lips, did not appear to have suffered any other injury. He was taken to hospital for treatment to his mouth and for observation.

Bottle Plant

RECENTLY, Skilled Labourer Sid Shaw was excavating foundations for a new bridge at 188 miles 31 chains on the Wodonga-River Murray section, when he came across a buried bottle. It was in a block of concrete surrounding the wooden pile of the

existing bridge. Inside the bottle was a note, scribbled on an envelope.

"This pile was planted on the 24th day of March, 1907, A.D., by Ganger T. E. Kirk. The following men were working with him, H. Thompson, Sk. Lab., J. Taylor, Sk. Lab. F. Eagleton, Sk. Lab., L. McEachern, Sk. Lab., G. Elliott, Sk. Lab. Should this bottle ever come to light, please return it to the Melbourne Museum. Thomas Edward Kirk, Bridge Ganger, Born in Parnell, Auckland, N.Z. on 26/6/73."

Following this discovery, the Albury *Border Morning Mail* found that the only remaining member of the bridge gang—Mr. McEachern—is living in retirement at Wodonga. He remembers the gang carrying out repairs on the bridge in 1907. They spliced a new wooden section on to the old wooden pile and encased it in concrete in which they buried the bottle.

Geelong Goods Guard

AFTER 38 years at Geelong, Goods Guard Tom Cowdell has retired.

He joined the service at Melbourne Goods in 1917 and later worked at Spencer Street, Tallarook and Morwell before transferring to Geelong as a shunter.

Mr. Cowdell was active in many fields. He was a Council representative on the Geelong V.R.I. Centre Committee, and Vice-president of that body. He was a member of Geelong No. 1 First-aid Corps and held 14 certificates, the V.R. silver and gold medallions and the St. John bronze medal.

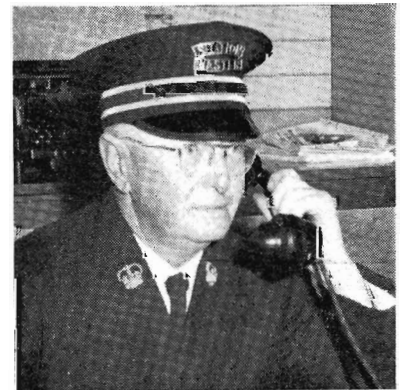
In his earlier years at Geelong, Mr. Cowdell was connected with many sporting activities. He still plays an excellent game of quoits and recently

represented Geelong in the Australian teams championships.

Mr. Cowdell has now started a branch of the Retired Railwaymen's Social Club at Geelong.

Staff Veteran

JUST short of 42 years in the Traffic Branch Staff Office is the record of Mr. N. K. Gordon who retired recently. He joined the Department in 1910 as a junior clerk in Spencer Street Parcels Office. After a period in the Chief Ticket Inspector's Office, he was transferred to the Staff Office in December 1915. He has carried



Stationmaster R. A. Stephens makes one of his last phone calls before retiring after 47 years' service, the last nine of which were at Colac. He will settle down in that town and has plenty to interest him in retirement as he plays pennant bowls with Colac club and is keen with rod and gun.

out most of the senior jobs in that office, and, 6 years ago, was appointed Assistant Staff Officer.

Mr. Gordon is well-known to members of the Traffic Branch as he dealt with staff transfers for many years—10 years on S.M.'s, 10 years on clerks, and 6 years on daily paid grades—and was interviewed by many.

He feels that, in retirement, looking after his garden will keep him well occupied.

Wangaratta First Aider

CLERK A. Healy, Works Office, Wangaratta, is leader of the first aid team there and holds the 6th year certificate. Last year he led the team to victory in the North Eastern District competitions and, as a result, the shield was in Wangaratta station office. Mr. Healy started as a junior clerk at Shepparton 14 years ago, and whilst there took an active part in amateur foot running. He won some of the club trophies—both sprint and long distance. Now he is a keen football follower.



Mr. Healy

V.G.T.B. Changes

MR. J. C. DICKSON, who recently retired as manager of the Victorian Government Tourist Bureau, joined as a junior clerk in the Traffic Branch in 1911 and transferred to the Bureau's staff in 1919. When the Bureau's activities were expanded, Mr. Dickson was appointed to take charge of the Spencer Street station branch. He occupied various positions until he became the Bureau's first Registrar and organized what has developed into Australia's most comprehensive travel information centre.

He was an escorting officer on the first organized tours to country tourist attractions; he took the first party of students to The Grampians on an outdoor holiday; and was associated with the organization of spectacular tours on horseback of the Bogong High Plains.

During the first world war, Mr. Dickson saw active service as a machine

gunner with the 1st A.I.F. During the last war he was lent to the Department of Labour and National Service.

New Manager

NEW V.G.T.B. Manager, Mr. M. J. Harkins, has had considerable experience of the travel industry and tourism. In pre-war days he organized the first of a series of mystery hikes conducted by the Railways, and also organized and conducted walking and riding tours through the mountain areas of eastern Victoria. During the Olympic Games he was Director of Accommodation on the Olympic Civic Committee and organized information centres for visitors.

Mr. Harkins is a member of the Council of the Victorian National Parks Association. Member of the Committee of Management of Wilson's Promontory National Park, and honorary secretary of the Travel League (Victoria). As a member of the Melbourne Walking and Touring Club, he retains his enthusiasm for bush walking. Another of his recreations is squash. Mr. Harkins served with the 2nd A.I.F., with the rank of Major, and in the post war years was a Lieut. Colonel with the C.M.F.

Claims Class Prizes

AT the final examination, 20 students attending the classes in claims practice and procedure at the V.R.I. secured passes. Two prizes of £2. 12. 6 each, donated by Mr. R. C. Burgess, Chief Commercial Manager, were awarded to Messrs. D. G. Hamilton and A. W. Weeks, for top marks in Groups A and B respectively. Group A comprised officers with experience in claims work, and Group B those without such experience.

The number of New Australian railwaymen who successfully completed the course is particularly noteworthy.

A presentation night was held at the V.R.I. at which the two prize winners received their awards. All others who passed received certificates from the Institute.



Mr. Kenny

Champion Cricketer

CLERK V. Kenny is Wangaratta's champion cricketer. For the last two seasons, the *Chronicle-Despatch* has given a trophy for the top cricketer, and Mr. Kenny has won both times.

He has been at Wangaratta for 14 years; before that he was at Bendigo. When with Golden Square team, he played in a match against Jardine's bodyline team—a split finger was the result.

Since he came to Wangaratta he has played with the Railway Cricket Club there, and the team has been out of the four only once since then.

Hamilton Farewell

AT one of the largest gatherings of railwaymen at Hamilton V.R.I., Mr. L. R. Attrill was farewellled by his colleagues prior to his transfer to Spotswood Workshops. All Branches were represented and various speakers spoke of the high regard in which Mr. Attrill was held and their regrets at his leaving. Road Foreman H. C. Chandler made a presentation of a canteen of cutlery and a toaster, and extended the best wishes of all those present.



Presentation night for the Claims Class prize winners. Left to right: Messrs. D. G. Hamilton, R. C. Burgess (Chief Commercial Manager), A. T. Bewry (Instructor), J. V. Ross (Assistant Claims Agent), and A. W. Weeks.

SPORTS

Tennis

THIS season's competitions for the Dunkling Shield and Pimm's Cup are now in progress. Eight teams are competing—Rolling Stock A and B, Stores Branch, Suburban Lines, Melbourne Yard, Spotswood Workshops A and B, and, for the first time, Jolimont Yard.

Golf

ORGANIZED by Benalla V.R.I. Centre, the first North-eastern Golf tournament was held in ideal weather at the Golden Vale links, Benalla. Thirty-five players (including five women) came from Seymour, Shepparton, Wangaratta, Wodonga, Avenel and Melbourne to take part. From the enthusiasm shown, there seems little doubt that this will be an annual fixture.

For the main event—the North-eastern Singles Championship—a cup was presented, for perpetual competition, by the V.R.I. Central Council. It was won by I. Dawkins, Benalla, with 75 off the stick (par 72). Winners of other events were: "A" grade handicap, C. Hampton, Shepparton, 85 (handicap 15) 70; "B" grade handicap, F. Boadle, Wodonga, 92 (24) 68; best 9 holes out, S. Green, Seymour, 33½; best 9 holes in, J. Jupp, Seymour, 33.

At a social gathering in the club house, trophies were presented to winners by Mr. K. Mackenzie, representing the V.R.I. Central Council.

Reptilian Hazard

GUARD Jack Morrison, of Wangaratta, met an unwanted competitor when he came across an enormous black snake on one of the fairways. Taking, what some thought, was an unfair advantage of his adversary, Jack dispatched it with an unorthodox stroke, using his number two iron. Vital statistics of the snake were 5 feet 10 inches long and nearly 3 inches thick.

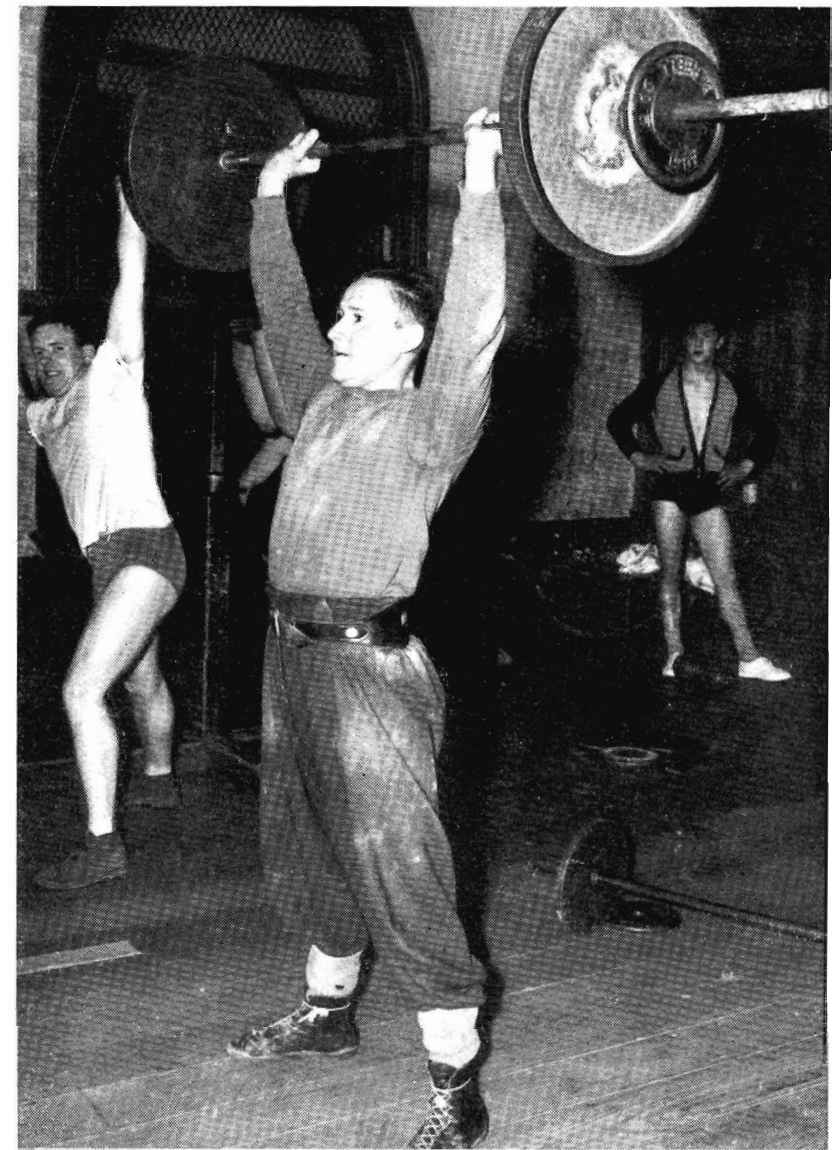
Table Tennis

JOLIMONT Workshops, premiers in the V.R.I. table tennis competition, are representing the Institute in the Victorian Table Tennis Association's summer competition. They are playing in B grade and the experience gained will be very useful, especially for the Carnival games to be held next year in Brisbane.

The V.R.I. Association is at present holding a doubles tournament, after which an American-style singles championship will be conducted.

Country Players

IT is hoped that, before the opening of the 1958 season in March, arrangements can be made for country



Practically every sport is catered for by the Institute. Among the activities at the Gymnasium, Flinders Street, is the weight lifting class, conducted, twice weekly, by Instructor Eric Sarda who is shown demonstrating a "snatch and lift".

teams to pay a week-end visit to Melbourne and play metropolitan teams.

Country players interested, particularly those who wish to be considered for the Brisbane carnival games, should contact Mr. L. J. Evans, V.R.I., Flinders Street.

Coach Wanted

V.R.I. Women's Amateur Athletic Club requires a coach (honorary if possible). The girls train on Mondays and Wednesdays at the Royal Park oval. Those interested should communicate with Miss L. Neville (telephone auto. 1109).

1958 Country Sports Weeks

APPROVAL has been given to holding the following sporting fixtures in Melbourne on the dates shown in 1958.

Country Cricket Week,	Mar. 17 to 21
" Bowls	" Mar. 24 to 28
" Tennis	" April 14 to 18
" Golf	" Sept. 8 to 11

Further details may be obtained from the secretaries of local Institute centres or Mr. R. Kydd, Victorian Railways Institute, Flinders Street.