VICTORIAN RAILWAYS

NEWS LETTER

JANUARY

VR

1964

Fixture Card

THE Department "won the first bounce of the ball" by producing last month the first Victorian Football League fixture card for the 1964 season.

Information on the card includes one particular feature that V.F.L. officials say has never yet been included in a previously issued football fixture card—an analysis of club games from 1897 to 1963. Transport arrangements are, of course, also shown.

Distributed through metropolitan area stations, the cards were rushed—80,000 being issued in the first week, when *News Letter* went to press.

From Victorian railwaymen, over the years, have come many star League and Association footballers, cricketers, and even football and Test cricket umpires. In issuing this fixture card it can be said that the Department has made a further contribution to the great winter game.

B.E. centre at Wodonga

SO successful has been the Department's bogie exchange centre at South Dynon in gaining a large amount of new business, that an additional B.E. centre has been established at Wodonga. Plans provided for the new centre to begin operations on January 13, initially using temporary jacks.

The decision to establish a second bogie exchange centre at Wodonga, was influenced by reports that important business and primary producing interests, in the Goulburn Valley and the north-eastern district of Victoria, would give their business to the railways, if they were guaranteed straight-through railing, without transhipment, to save time and double-handling of goods.

It is confidently expected that the additional bogie exchange centre at Wodonga will more than justify itself and bring similar spectacular results to those that followed the introduction of the system at South Dynon.

Benefits of new centre

Straight-through transport by bogie exchange will benefit the great fruit canning industry of the Goulburn Valley. Instead of canned fruit from Shepparton and district going on broad gauge track to Seymour, then to Albury, where it is transhipped to the standard gauge track for the Sydney and Brisbane markets, vans will have their 5 ft. 3 in. broad gauge bogies exchanged for 4 ft. 8 in. standard gauge bogies at Wodonga, while the loads of canned fruit remain undisturbed.

Tinplate

The growing traffic in tinplate, used for making the cans, will also greatly benefit from the new B.E. centre.

Consigned from Port Kembla to Goulburn Valley manufacturers, tinplate has been transhipped at Albury from standard to broad gauge vehicles, before being sent on to Shepparton and district, via Seymour.

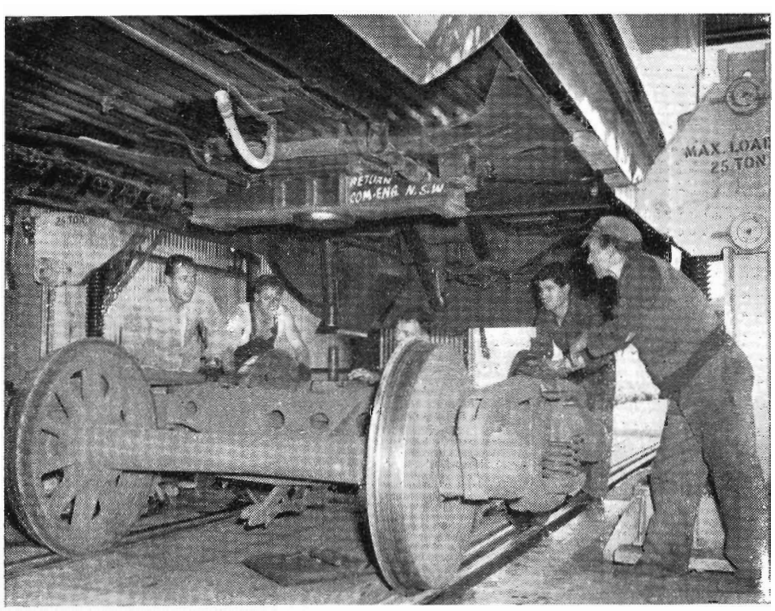
As bogies can be exchanged under a loaded vehicle in a fraction of the time taken for transferring goods from one wagon to another at break-of-gauge points, the dispatch of tinplate and other south-bound freight will be greatly accelerated.

Actually, tinplate for Goulburn Valley consignees will be available for delivery 24 hours earlier than previously.

Four 25-ton electric jacks, designed by Departmental engineers and built at Newport Workshops, will be installed later at the Wodonga B.E. centre ; they will be identical with those that have proved so successful at South Dynon.

The existing eight-ton gantry crane lifts and carries bogies, instead of using mobile cranes as is done at the South Dynon B.E. centre.

First carriage



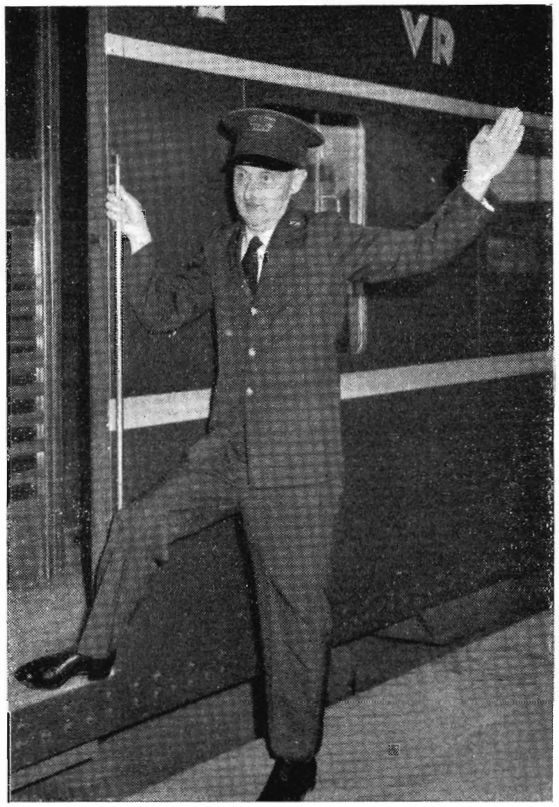
Changing the bogies of the first passenger carriage to go through the bogie exchange at South Dynon. Two vehicles—a lounge carriage and a sleeping carriage—were built in N.S.W. for the Commonwealth Railways. At South Dynon, last month, they had their 4 ft. 8½ in. bogies, on which they had travelled from N.S.W., exchanged for 5 ft. 3 in. bogies. After being hauled to Port Pirie, the carriages were then placed on their permanent 4 ft. 8½ in. bogies.

Forever useful

EYES of a *News Letter* spy fairly popped during the Christmas shopping rush, when he noticed one toddler, in the crowd with her mother, was wearing one of the railway identity discs that were issued at the V.R. Royal Show Exhibit. In mint condition, too.

FRONT COVER

Framed by floor to ceiling windows, the street scene attracts the eye of this diner in the Dining Room at the new Spencer Street terminal (see centre pages).



(*Above and right*) new shirt and uniform are modelled by Mr. W. Ferguson of the Uniform Clothing Depot.

NEW UNIFORMS

SUPPLIES of the new uniforms and shirts have just been received. Initially, the issue will be restricted to electric train drivers and suburban guards until existing stocks of 20 oz. serge are exhausted.

The minimum replacement period for the shirts will be 12 months, but employees issued the new uniform may buy (for 30/– each) up to two additional uniform shirts a year from the Clothing Depot. Good quality leather belts are also obtainable from the Depot (for 6/6d. each) by employees with uniform trousers fitted with belt loops.

Full details about the new uniforms were published in *News Letter* of November last.

FAREWELL TO A2

Special train leaving Blackburn.

THE last of the famous A2 locomotives was farewelled on Sunday, December 1, when No. 986 hauled a special train carrying 377 members of the Australian Railway Historical Society and their friends from Spencer Street to Healesville and return.

Attached to the train was the Norman car carrying the official party comprising officers of the A.R.H.S., the Chairman of Commissioners (Mr. E. H. Brownbill) and the Society's guest, Miss G. A. Smith—daughter of Mr. A. E. Smith, the former Chief Mechanical Engineer who designed the locomotive.

On return of the train to Spencer Street, Miss Smith was presented by Mr. L. C. Craig (President, Victorian Division of A.R.H.S.) with a framed photograph of the historic A2 that hauled the Royal Train during the visit of the Prince of Wales in 1929.

BIGGEST SUBURBAN JOB

ON December 8, a further stage was reached in the Department's biggest suburban job, when the first 2½ miles of the additional (third) track between Hawthorn and Camberwell came into service. The track is signalled for two-way train running and its extension to East Camberwell (another half-mile) will be completed by about June next. Before the track came into service a special tour of the works, by rail-car, was arranged for press and radio representatives. En route, commentaries were given by Mr. L. A. Reynolds, Chief Civil Engineer, and Mr. E. J. Gooding, Engineer of Special Works.

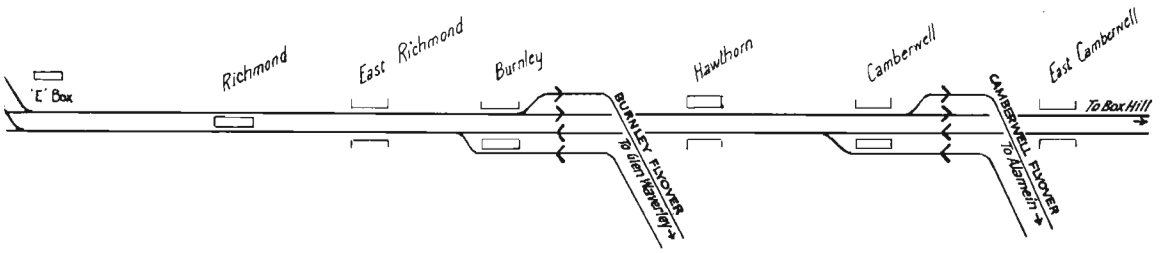
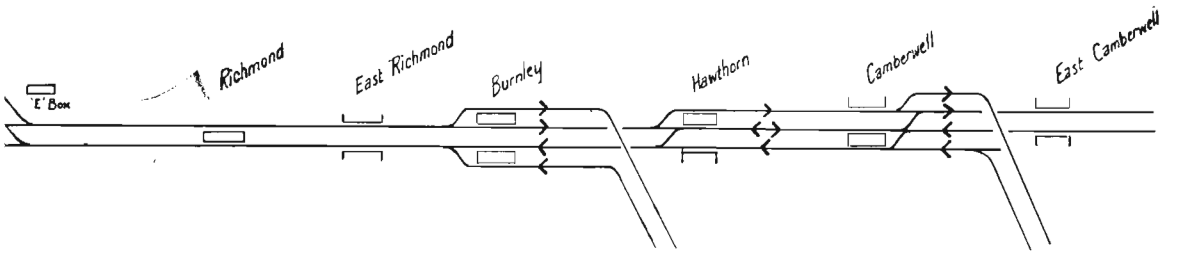
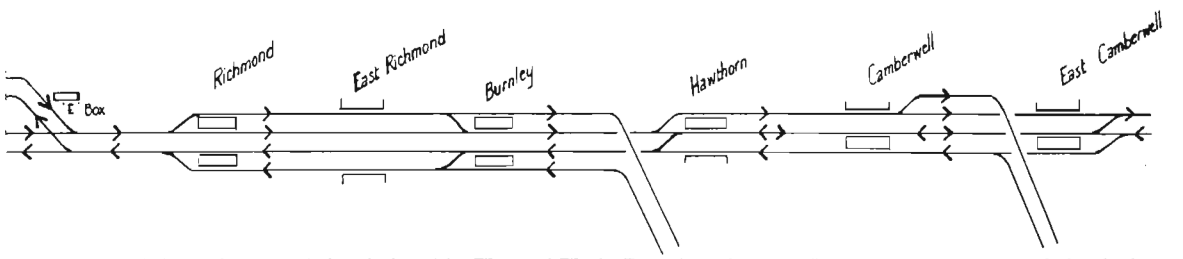


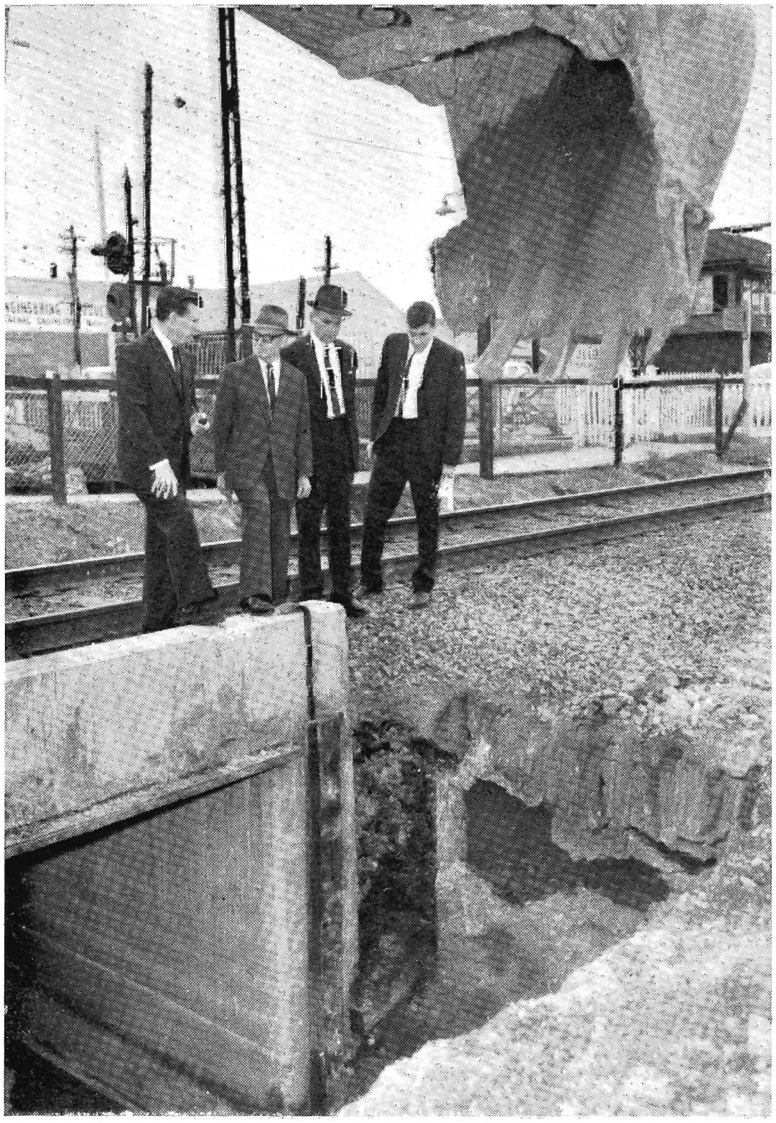
Diagram (not to scale) showing line prior to development. Glenferrie and Auburn stations (between Hawthorn and Camberwell) not shown.



Line on December 8, after dual-signalled third track between Hawthorn and Camberwell was put into running.



Next stage of the project, now being designed by Way and Works Branch engineers. It shows the extension of the dual signalled third track to East Camberwell and the provision of two extra tracks between Burnley and Richmond. The final stage between E Box and Richmond will be carried out in conjunction with Melbourne's Underground Railway.



At Hawthorn, overhead staff check the stagger of the contact wire. The staggering prevents uneven wear of the contact strip on the pantograph.

(*Left*) Inspecting the pedestrian subway being built at Burnley are (*from left*) Messrs. O. Slater (3DB), L.A. Reynolds (Chief Civil Engineer), E. J. Gooding (Engineer of Special Works) and I. Hamilton (*Herald*).

The additional track will improve timekeeping of peak hour trains and allow a greater flexibility in planning train schedules that, until the completion of the third track, were restricted because of the limited track facilities.

Time-table alterations will not, however, be made until the third track is available for the entire three miles from Hawthorn to East Camberwell.

Carrying electrified services from Lilydale, Belgrave, Alamein and Glen Waverley, the group of lines passing through Burnley taps Melbourne's extensive and ever spreading eastern suburbs. With fast growing populations, there has been an accompanying increase in peak period rail traffic—since 1959 it has increased 14 per cent. To handle this traffic the Department has been carrying out a plan to increase track capacity and so enable extra trains to run. Progress with this big job, however, can only be made as loan money permits.

The bringing into service of the third track between Camberwell and Hawthorn marks a stage in the completion of this plan. Ultimately, the third track will be extended back from Hawthorn to Burnley to connect with two extra tracks to be laid between Richmond and Burnley. Together with the duplication that is being carried out on the Glen Waverley line, this work will provide much needed relief for congestion on all lines running through Burnley.

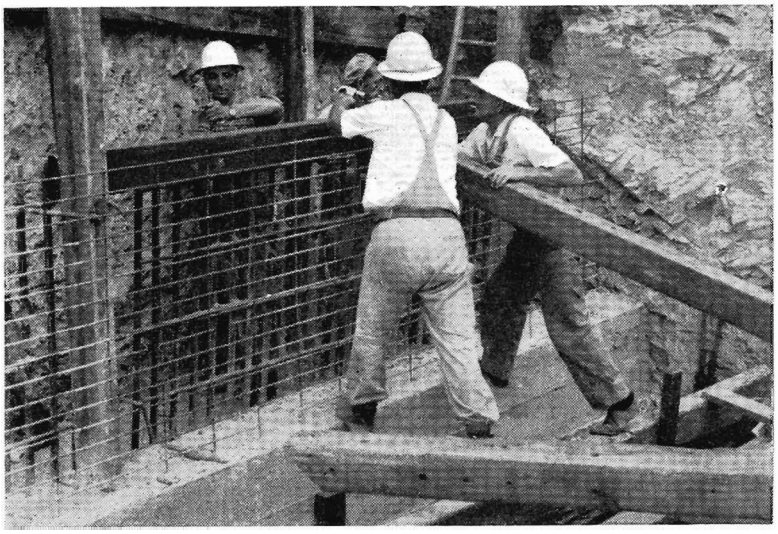
As well as track and overhead work, the scheme involves a big works programme—platforms have been altered and a number of bridges in the densely settled inner areas are being extended.

The completed project will eventually involve work on 17 bridges, five pedestrian subways, and a grade separation at Burnley Street. The track work will need 1,320 tons of rails, 18,600 sleepers, and 27,000 yards of metal ballast.

The third track

In July last, a new track was brought into use between Camberwell and Hawthorn for Melbourne bound trains, using new platforms that had been built at Auburn and Glenferrie.

When this new track was brought into use, the original track to Mel-



Work on the retaining walls adjacent to Church Street bridge.

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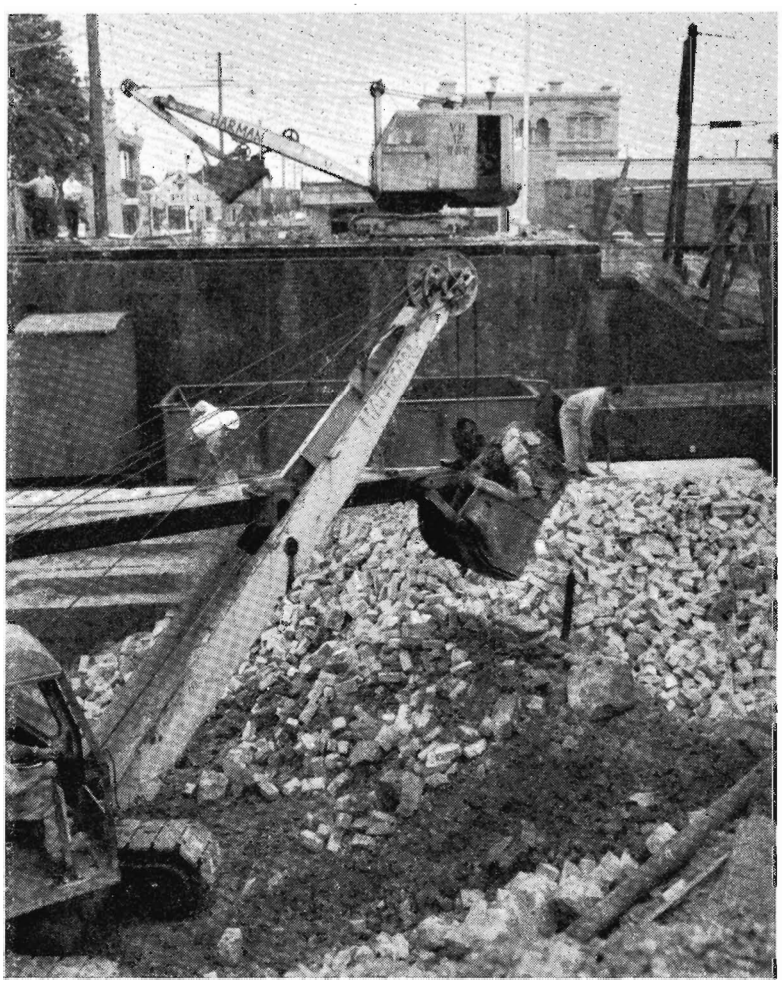


Removing debris from the dismantled bridge at Coppin Street. The street has been closed to road traffic while the new bridge is being built.

bourne—now the middle of three tracks—was released for re-signalling.

This central track has been resignalled to allow trains to run in either direction, as required, during peak hour periods.

This allows two tracks to be used for up trains in the mornings, and one for down trains. In the afternoon peak, with the reversal of traffic on the centre track, there are two tracks for down trains, and one for up trains. Thus maximum use is obtained with minimum track.

Platform alterations

The original platforms for Melbourne trains at East Camberwell, Auburn, and Glenferrie were converted to the *island* type by building new platform faces on the south side.

At Hawthorn, the disused Kew line platform was restored to use after a lapse of 11 years. It is now the platform for trains to Box Hill.

At Burnley, a new platform face—making a total of four platform faces at this station—has been built and is used by Glen Waverley line trains.

Bridge work

Between East Richmond and Burnley, work is in progress on the lengthening of bridges to allow for the two extra tracks between Richmond and Burnley.

At the Church Street bridge, East Richmond, work must be done in stages to allow tram and road traffic to continue during rebuilding.

Near Burnley, the Coppin Street bridge has been closed to road traffic and will remain so for about three months. The old bridge has been dismantled and work is proceeding on the new one.

Of the two other intermediate bridges, at Brighton Street and Mary Street, the latter will be rebuilt and the former replaced by a footbridge.

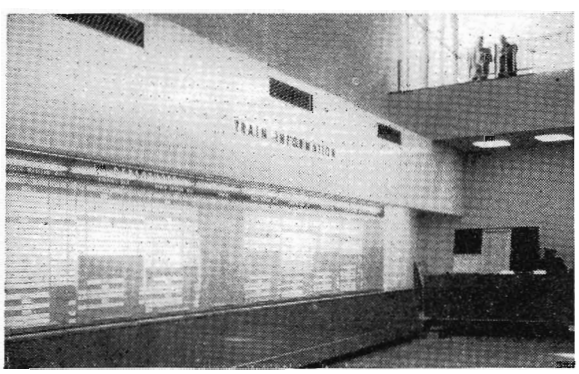
At East Richmond, extensive excavation works are in progress for retaining walls to provide space where the new tracks will be laid. The existing platform for Melbourne-bound trains will be demolished and a new platform and station buildings erected on the south side of the tracks.

At Richmond, bridges at Punt Road and Swan Street have been completed, together with subways and approach ramps to what will be the fifth, and last, of the island platforms. Following completion of platforms, bridges and retaining walls, track work will start in the area.

SPENCER ST. 1963

The new Spencer Street terminal that came into use last month faces a very busy street which, frankly, is not Melbourne's most attractive thoroughfare. The new building can overlook no tree-lined approaches or imposing vistas, but it has been designed to make the best of its location on a city artery that throbs with heavy traffic. In the Waiting Gallery, an easterly window wall lets in a flood of light and adds further space to an already spacious main concourse. Traffic noise is reduced ; colours are restful ; and the combined effect creates a comfortable and pleasant terminal for the waiting traveller, complete with all the amenities and services that smooth his way. Pictures on this and succeeding pages show why the new terminal is a building of which Melbourne can be proud.

The Waiting Gallery, facing the street. A sound absorbing ceiling, and heavy plate glass in the window wall reduce traffic din. The glass is also tinted to subdue glare.



Train Information Board and Station Director's counter. Station Director (Man in Grey) deals with an inquirer. ➪

The spacious main concourse viewed from the south end of the Waiting Gallery. Cool greys of the marble faced wall make a pleasant contrast to the warm toned ceiling.

The cafeteria. Both it and the dining section are air-conditioned.

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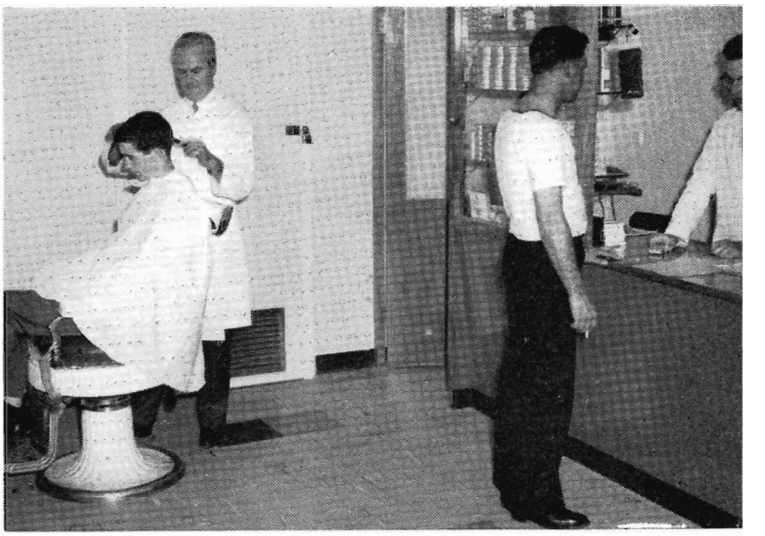


Hairdressing saloon on lower concourse.

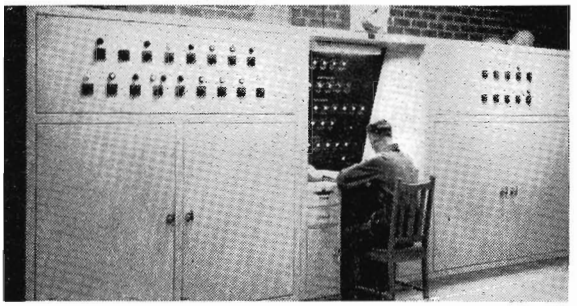
s—a basement, oors—the station eted. The final rogress, consists v south suburban xtension of No. 1 ngth of 1650 ft.) l under it.

SPENCER ST. 1963

rk in the kitchen.

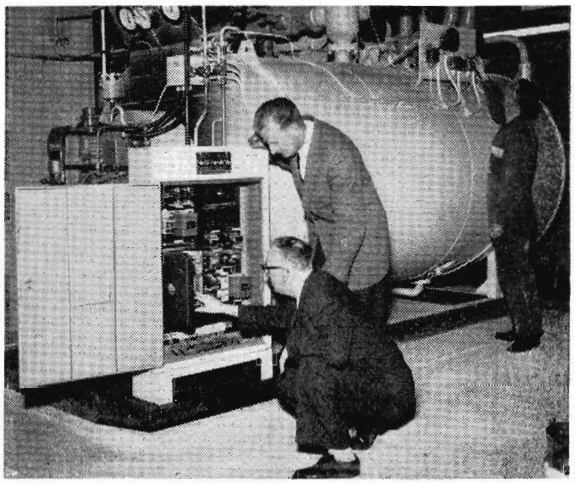
Country booking office.

SPENCER ST. 1963



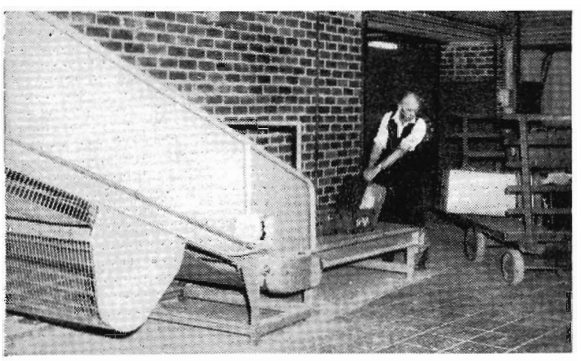
The control panel and switchboard of the fully automatic heating and ventilating system for the station building. All air is filtered.

Technicians inspect the control cabinet of one of the two water heating boilers. ⩥

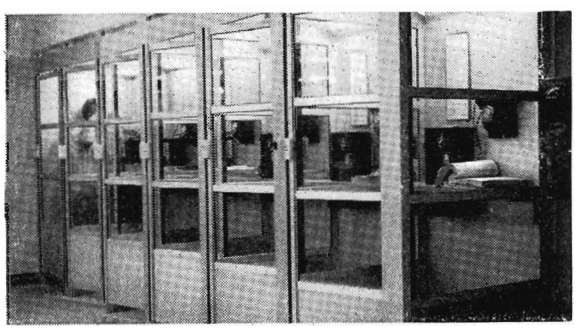


Kiosk and newspaper stall on main concourse.

Entrance to Cloak Room and Stationmaster's office.



Conveyor belt takes luggage from the basement to the Luggage Hall on the ground floor.



Parcels tunnel under No. 1 platform when completed will connect all platforms with the Inwards and Outwards Parcels Offices, and the Mail Exchange Building, Spencer Street.

⩤ Public telephones in basement; altogether there are 20 at the station.

GOOD SERVICE . . .

V.R. Gardeners

FOR quite a number of years I have travelled by train through Spencer Street on the Geelong, Ballarat and Bendigo lines ; and have always been impressed by the way the shrubs and flower beds along the line from Spencer Street to North Melbourne are kept. I am sure the travelling public who have an eye for gardening must appreciate your effort to make a show under very difficult circumstances.

I, for one, would like to express my appreciation of all you are doing in this direction to try and beautify the tracks.

—V. J. Pallett, 116 *Danks St., Albert Park, writing to the Head Gardener*

Toolamba

THIS letter is to thank you very sincerely for your efforts, and very fine service, in assisting us to get supplies of Denkavit through to Tocumwal ex Tatura, so very promptly. Co-operation like this goes a long way.

F. H. Burton & Son. (The consignment was expedited by Assistant Stationmaster M. Hearn, Toolamba —Ed.)

Flinders Street

I thank the staff concerned (Ticket Checker M. G. Carson and Clerk E. A. Dalton - Ed.) who helped my mother when she arrived at No. 1 platform from Traralgon.....

Owing to unforeseen circumstances I was unable to meet her.....it was a relief to me when she arrived safely here and told me how courteous and helpful the staff had been, even to putting her on the Glen Waverley train. It is nice to know that elderly people are helped like this.....

—(Mrs.) M. Shores, 24 *Fernhill Street, Glen Waverley*

Benalla Football Club

I thank the Department for the co-operation and assistance we received when we hired a train to transport our players and supporters to Wagunyah and Wangaratta.....Please convey our sincere thanks to the Stationmaster at Benalla, his clerk who handled the sale of tickets for us, and the train crews on each occasion.

—Kevin Morrison, Secretary, Benalla Football Club

Enjoyable holiday

MY family and I were fortunate to have had a holiday in Queensland. For transport we used the railways, and I am taking this opportunity to tell you how pleased we all were with the service, and also the pleasant attitude of the conductors on the various trains to and from Brisbane . . . . We travelled to Sydney by *Southern Aurora* on August 30 . . . . and returned by it to Melbourne on September 15.

I would like you and the various conductors to accept our grateful thanks for making an important part of our holiday so enjoyable . . . .

—H. W. Leffler, 24 *Riverview Road, North Balwyn, writing to the Commissioners*

Traralgon

ON September 20, the Traralgon and District State Schools organized a Show Day Train in which 850 odd school children, parents and teachers travelled to the Show.

The enjoyment and smooth running of the project could not have been achieved without the courtesy and help given by Mr. V. Craywood, the Stationmaster, and his staff at the Traralgon end and Messrs. Devine and Ronalds of the Traffic Branch at the Showground platform end . . . . .

—W. King, President, Traralgon and District S.S.C. & C.A.

Bairnsdale

HAVING disposed of our business, we feel that it is our duty to express our thanks, through you, to the staff at the Bairnsdale Railway Station.

Over this period we have received our regular supplies of magazines, periodicals and newspapers which, as you no doubt are aware, would amount to a great number of parcels, as well as our supplies of general goods required for this class of business.

At all times we have received the utmost attention and courtesy from the Stationmaster down to the Station Assistant, and of course, the staff attached to the Goods Shed.

No effort has ever been spared by any of them to make certain that we get the service that we have always found to be the aim of the Victorian Railways . . . . . .

—R. E. & N. V. Lane, Bairnsdale, writing to Secretary for Railways

Flinders Street

I wish to thank your staff at Flinders Street Station (Centre Cloak Room) for their co-operation in finding my son's piano tuning tools last week and sending them down here to Chelsea. We are very grateful and Peter was very happy to have them back.

—Mrs. N. Maddock, 36 *Blantyre Avenue, Chelsea*

East Camberwell

I thought you may be interested to learn of the following example of " railway service ".

At 9 a.m. on October 31 I struggled up the long ramp at East Camberwell station carrying a bulky 25 lb. parcel which I wished to consign to Sydney.

When I reached the Station office I was informed by a clerk (who wore a yellow pullover) that the Parcels Office was on the " down " platform. He readily saw my concern when faced with the two long ramps necessary to reach the Parcels Office, and without any prompting on my part he took the parcel across the pit, weighed it and returned with a Consignment Note for my signature.

During the whole process he had an eye on the clock and hurried in order to permit me to catch the next train which arrived whilst I was signing the Consignment Note.

I am certain the clerk was unaware of my identify and there was no question of any favoured treatment.

His whole attitude was one of " how can I help you ", and as his action was one of those beyond the call of duty I felt sure you would like to know that " public relations " is practised by the staff of East Camberwell.

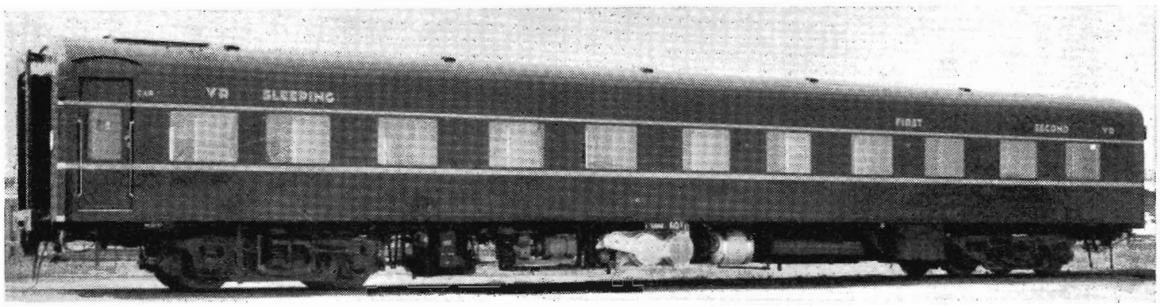
—A. G. Brown, Co-ordinator of Transport, writing to Chairman of Commissioners

McKinnon

I would like to record my sincere appreciation of the prompt, courteous and efficient action of the staff at McKinnon railway station when they arranged to recover a parcel for my school-boy son. He had left it on a train but in the minimum practicable time, the staff had located it, arranged for its delivery back to McKinnon, and for my son to collect it.

(Dr.) R. N. Farquhar, 33 *Anne Street, McKinnon.*

VAM ON TEST



BEFORE the new twinette carriage (numbered VAM 1) went into running last month for the Melbourne–Canberra and Melbourne–Sydney services, it was taken on a test trip from Dynon to Seymour and return. As well as Departmental engineers and technicians, cameramen were on board and the test run was on TV that evening.

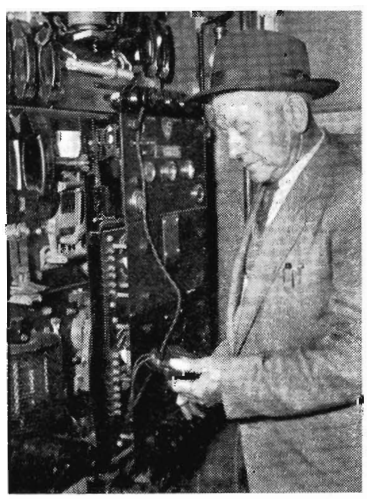
During the trip, repeated tests were made on the functioning of the air-conditioning and lighting equipment, showers, wash basins, etc.; car ventilation; air temperatures; velocity of air flow; and hot and cold water services. Stops were made en route for the inspection and checking of bogies and undergear.

Its body length of 75 ft. makes the new carriage the longest passenger vehicle ever built at Newport Workshops.

VAM 1 can be arranged to accommodate 20 sleeping passengers or can be used as a composite carriage for 12 sleeping passengers, six first-class sitting and eight second class sitting passengers.

Using a velometer, Engineer H. Robinson (*left*) and Assistant Engineer W. Hoole check air flow. The pyramid shaped box is placed over the ceiling panel to measure the amount of air coming into the compartment from the air-conditioning unit. The velometer measures the velocity of the air.

Sub-foreman G. Bailey examines the switch panel in the Conductor's cabin.



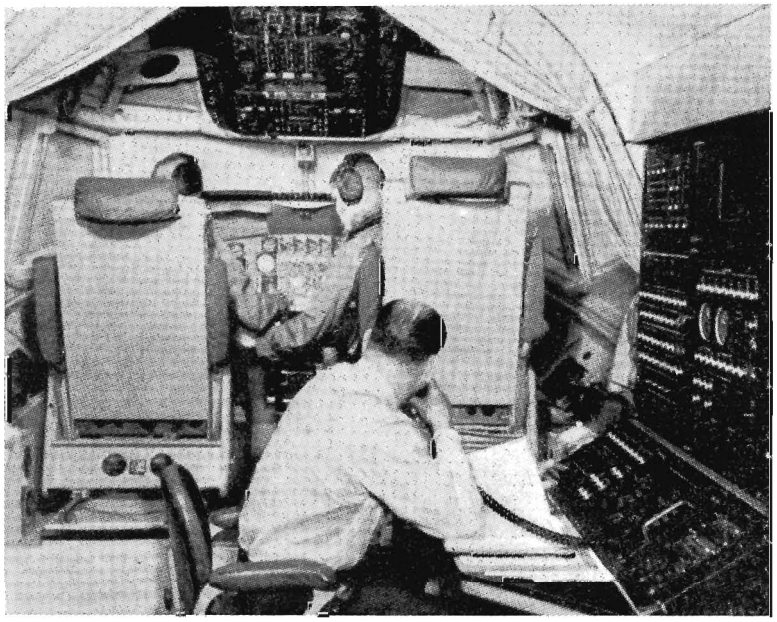
(*left*) Train Lighting Inspector J. Deason takes a voltmeter reading on the air conditioning and electrical equipment panel. (*right*) To show T.V. viewers the smooth riding of the carriage, Assistant Engineer W. Hoole fills glasses with water on a carriage window sill. None of the water was spilt although the carriage was running at high speed.

Rail van with bomber cockpit

IF you looked inside one of two rail vans that travel the eastern seaboard of the United States you would see what is apparently the cockpit of a B 52 bomber.

The van, which has expandable sides, carries a flight simulator, and the accompanying van contains a briefing room and workshop. A flight simulator is an exact replica of an aeroplane cockpit down to the last nut and bolt. It is used to train pilots to cope with emergencies they may encounter in actual flights.

This rolling simulator travels from base to base and trains about 1,600 pilots of the United States forces. When moving between the bases the vans are attached to regular passenger trains. Two men travel with the train, while another seven fly to the new site. (*B.L.F. & E. Magazine*)



Rail van with flight simulator.

Films on trains

BRITISH Railways have available, for trade conference groups etc., special vehicles fitted up to give film shows while on the move. The films are shown in a car that has comfortable loose chairs and holds up to 26 people. An accompanying car contains the necessary electrical equipment. A special charge is made for hire of the cars together with operators.

Gaol for nine years

A man convicted of railway sabotage at Gwelo, Southern Rhodesia, was recently sentenced to nine years imprisonment with hard labour by the Rhodesian High Court.

In commenting on the judgment. the *Rhodesia Herald* wrote:

"The sentence was just. Any hooligan is capable of interfering with the railway lines in a manner which could lead to the deaths of a great number of people, and dreadful injuries to others.

The sentence passed by the Court should cause all potential saboteurs to think again".

—(*South African Railway News*)

Prop jets no faster than rail

TRANS Australian Airlines have introduced prop-jet aircraft on the daily Sydney Newcastle service reducing flight time from 60 to 40 minutes.

However, the additional time required for terminal-to-airport movement at either end makes the city-to city journey no faster than the New South Wales Government Railways' crack Newcastle Express which completes the 104-mile trip in 2½ hours.

The first class single air fare of £2.16.0 plus 10/- for ground transport is also dearer than the rail charge of £1.15.4 plus 3/- seat fee.

—(*Railway Transportation*)

Thermos car

DEVELOPMENT of a new type of tank car to haul fruit juice and other liquid food products has been announced by Procor Ltd., of Toronto.

Using the principle of the thermos bottle, the company states the car will keep its contents near freezing temperatures without refrigeration.

It will hold fruit juice within three degrees of 32 degrees fahrenheit for 10 days in 100-degree weather. The juice is carried in a highly-polished inner tank of stainless steel insulated from the outer tank by a foot-thick pillow of urethane foam. (Procor is the Canadian subsidiary of Union Tank Car Co., Chicago, which developed the car.)

—(*Canadian Pacific Summary.*)

Walkie-talkies for conductors

THE Chicago, Burlington & Quincy Railroad, which has long been a pacesetter when it comes to adopting new equipment has supplied the conductors of four of its streamliners with small walkie-talkies, reports a news item in *The N. Y. Times.*

A Burlington spokesman said that the equipment helps especially at wayside stops in peak seasons when the trains have 20 and more cars. Sometimes the small town platforms are not big enough for such a train, and the conductor orders the train to move ahead for a second unloading after the front car passengers step down. The new gadgets also help in arranging the pick up of late cars such as mail cars, and in case of emergencies. These might range from a sick passenger or a car stuck on the tracks to a fire along the right-of-way. With the walkie-talkie, the conductor, as well as the driver, can contact the nearest dispatcher for help.

AMONG OURSELVES . .

Frankston A.S.M. retires

WELL known to many railwaymen, Frankston's Assistant Stationmaster Les McKay, who retired recently, was also well liked. So there were many—both among passengers as well as railwaymen—who wished him a long and happy retirement. On Mr. McKay's last day in the service a large and representative group assembled in Frankston's goods shed where he was farewelled, and a presentation made to him by the Acting Metropolitan Superintendent, Mr. K. D. E. Harvey, on behalf of the staff.

Mr. McKay.

Les was at Frankston for 18 years—had almost become part of the station, in fact. And prior to that he was on relieving work in the metropolitan area and Gippsland for 25 years, thus widening his already large circle of friends. He began as a number taker at Geelong in 1915. Later appointments included booking clerk at the old Camberwell station and A.S.M. at Spotswood. In his younger days Les. took an active part in Institute affairs and captained the Essendon and Williamstown lines V.R.I. cricket team.

Music club formed

LAST month, a new club came into existence when a group attended a concert of recorded music in the V.R.I. Library. During the evening it was decided that a V.R.I. Music Club should be formed.

A second concert was given by the newly formed club on December 20 when members listened to a recording of Beethoven's *Missa Solemnis*.

Plans for the future include a jazz concert, a recital of folk music and a Gilbert and Sullivan opera.

Eventually, it is hoped to have a listening group meeting every week, covering the whole range of folk, classical and modern music. The club offers other advantages too, and hopes to be able to obtain concessions on records and public concert admittances. Those interested may obtain further details from the Hon. Secretary, Mr. J. Bangsund, at 61 3764, or auto 1574.

Institute Councillor

MR. W. (Bill) Knight has been a V.R.I. Councillor for the past three years and is also a member of the Library, Lectures, and Classes and Sports Committees,

Mr. Knight.

He joined the Department in 1924 and is now one of the senior passenger guards.

As well as his Institute activities, Mr. Knight takes a keen interest in first aid. He is a life member of the Department's first aid organization, a member of the South Melbourne Division of the St. John Ambulance Brigade, and was one of the St. John team which was State Champion in 1960 and 1961. He was also in the team which was in attendance during the 1956 Melbourne Olympic Games. At present he is completing arrangements to attend the 1964 Games in Tokyo.

In his youth, Bill represented Moreland Harriers in middle and distance events, and played V.R.I. football and cricket.

Before the silos

Sent in by Ganger D. T. Cooper of Redcliffs, this picture shows the scene at Rupanyup in the days before concrete silos dotted the countryside, and when all wheat was bagged.

BOOK NOTES

FROM V. R. I. LIBRARIAN

WHEN I was young and rather bored during church services I used to leaf through the hymn-book and look at the funny names of some of those worthy hymn-writers. One of my favourites was a chap called Arthur Unknown, who seemed to have written a tremendous number of hymns. Later I discovered another prolific writer, perhaps a relative of Arthur's, whose work appears mainly in anthologies of poetry–Anon.

Between them, what masterpieces of literature these two people have written!

I remember someone trying laughingly to explain to me what Author Unknown and Anonymous really meant; I gathered only that they were some kind of pen-names. When I grew older and disillusioned I still retained a pleasure in trying to discover the real people behind pseudonyms.

Many famous authors have written under assumed names. Most readers know about Mark Twain, Stendhal, Lewis Carroll, or George Eliot.

George Orwell, author of that chilling novel 1984, was really Eric Blair. Some railwaymen will be acquainted with the writings of Ulyanov, Dzhugashvili, and Bronstein—better known as Lenin, Stalin, and Trotsky.

What leads a writer to adopt a pen-name? There must be any number of reasons for particular people wanting to conceal their identities. One of the main ones has been a political reason: it has rarely been wise to sign your own name on a pamphlet or book condemning your government. Women have often assumed male names in order to get an unbiassed reception of their work. The Bronte sisters first sent their books into print as " the Bell brothers ". The practice today seems to arise most often when authors who have established themselves in a particular field wish to break into another field without risk of losing their readers' confidence.

In the Institute Library you'll find people like Evan Hunter–author of some very popular " social problem " novels such as *Blackboard Jungle*–who writes detective stories as Ed. McBain.

Some authors who produce avalanches of books in one particular field also resort to pseudonyms.

John Creasey writes detective stories as Anthony Morton, J. J. Marric, Michael Halliday and others I haven't yet tracked down. If he used only his real name we would need a Creasey of the month club. Netta Muskett writes romances also as Anne Hill, and Barbara Cartland is Barbara McCorquodale.

Australian literature has a long tradition of pen-names—some of our greatest writers have used them.

Who was " Brent of Bin-Bin "?

Almost certainly Miles Franklin, but nobody has proved it beyond doubt. Tom Collins was really Joseph Furphy. Henry Handel Richardson was Mrs. Ethel Robertson. Frank Wilmot wrote as Furnley Maurice.

Connoisseurs of the detective story will know Michael Innes who is Professor J. I. M. Stewart of Adelaide University. And how about Nino Culotta? What fun when this Italian migrant turned out to be an Irish chemist named John O'Grady. If you look through the Library's Australian section you will find others.

Many people have tried to convince us that even *Shakespeare* was only a pen-name for Bacon or Marlowe or even Anne Hathaway. I once read a suggestion that Shakespeare himself used a pen-name, and that he wrote one of the Psalms in the King James version of the Bible under the name *David*. You may investigate this for yourself. Look up Psalm 46; count 46 words from the beginning, and 46 words back from the end.

Talking about the Bible, there are scholars who claim that *Moses* was the pen-name of four mysterious characters known to us as J. E. P. and D. I wouldn't like to express an opinion on this. Someone might brand me as a follower of that notorious freethinker, Voltaire (whose real name was Francois Arouet).

Ballarat High School reunion

TO celebrate their jubilee, the Ballarat High School Ex-students Association proposes to hold a reunion on March 7, from 2 p.m. to 5.30 p.m. A subscription of 7/6d. is asked from all attending ; those unable to attend are asked to make a donation towards a presentation to the school. Further information may be obtained from Miss M. R. Hatfield, High School, Ballarat East.

Fencing

THE 1963 fencing season ended with the V.R.I.Club Championships on 24.11.63. After the sabre final, Mr. L. A. Reynolds, General President of the Institute, presented trophies. On behalf of the Institute and the Club he also accepted the Szakall Cup, a perpetual trophy, which was donated for this championship by the Mentone Grammar School, where the club's Hon. Secretary, Andy Szakall, established a junior class last year.

Mr K. W. Jones, headmaster of the school, then presented the trophy to the first winner, Les Tornallyay, a former Australian Champion and Empire Games (1962) representative. Runner up was John Simpson, Empire Games (1958) and Olympic Games (1960) representative; third was Alec Djoneff, present Victorian junior champion.

The ladies' championship was won by Julie Salusinszky. Margie Learey and Barbara Farley filled the minor places.

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Coutts, W. P., Bentleigh
Rashleigh, P. F., Mildura
Plant, G. L. J., C/o Metro. Supt.
O'Malley, T. R., Melbourne Goods
Gale, E. C., North Melbourne
Morley, W., Moreland
Merritt, W. H., Springvale
Hayes, D., Yarraville
Ryan, H. T., Nth. Melb. Junction
Montiford, G. L., Weighbridge Junction
Trinder, J. J., Parkdale
Walsh, M. E., Spencer Street

ROLLING STOCK BRANCH

Sutton, F. C., Newport
Young, A., Head Office
McNeight, E. V., Ballarat Nth.
Sauvarin, D. H., Sth. Dynon
Beel, C. V., Jolimont
Fitzsimmons, P. M., Geelong
Guthrie, J., Ballarat Nth.
MacKenzie, R. H., Jolimont
Slevin, J. J., Newport
Tolliday, C. R., Ballarat Nth.
Williams, R. J., Sth. Dynon
Jackson, G. A., Geelong
Lee, H. R., Sth. Dynon
Palmer, F. E., Shelter Shed
Heys, J. B., Ballarat Nth.
Hangan, A. S., Seymour
Parnell, R. W., Sth. Dynon
Foley, T. O., Bendigo Loco.

WAY AND WORKS BRANCH

Waldock, A. C., C/o R.F. Warrnambool
Christian, H. H., C/o W.F. Warragul
Saunders, F. E., North Melbourne
Gibbons, M., C/o R.F., Spencer Street
McKinley, D., C/o R.F., Caulfield
Slattery, S. S., Head Office
O'Brien, M. R., C/o Signal Supervisor, Flinders St.
Trevillian, O. G., C/o Bonding Supervisor, Flinders St.
Doll, C. C., C/o R.F., Hamilton
Quirk, F. X., C/o Signal Supervisor, Flinders St.

ACCOUNTANCY BRANCH

Garvey, J., Terminal & Eastern Accounting Office

REFRESHMENT SERVICES BRANCH

O'Keefe, Miss E., Spencer Street

. . . AND DEATHS

TRAFFIC BRANCH

Esposito, P. J., Melbourne Yard
Pansino, N., Melbourne Goods

ROLLING STOCK BRANCH

Adam, G. P., Ballarat Nth.
Lowe, T. H., Bendigo Loco.

WAY AND WORKS BRANCH

Whiteside, A. G., C/o W.F., Korumburra
Hutchison, W. T., C/o W.F., Ararat

ACCOUNTANCY BRANCH

Campagna, J., Flinders Street

Sport by Oss. Keating

Country Sporting Weeks

THE dates for the 1964 V.R.I. Country Cricket, Bowls and Tennis weeks are as follows:

Cricket: March 16 to 20
Bowls : April 6 to 10
Tennis: April 13 to 17

Entries close on February 10 for cricket, March 9 for bowls and March 16 for tennis.

Country sportsmen are asked to please keep these dates in mind and are reminded that the competitions are played under first class conditions. Further information can be obtained by contacting me at the Victorian Railways Institute, Flinders Street, (auto. 1109).

Tennis

TWO rounds of the 1963–64 competition have been completed and results are:

First round-Jolimont 5 sets 55 games beat Newport 1-23; Suburban Lines 2-41 were beaten by Codon 4-45; Traffic a bye.

Second round-Jolimont 5-50 beat Suburban Lines 1-18: Newport 5-57 beat Traffic 1-21; Codon a bye.

Entries have been received from Queensland, New South Wales, South Australia, Western Australia, Commonwealth and, of course, Victoria, for the Australian Railways Institutes' Tennis Carnival to be held at Kooyong from February 25 to March 5.

Table tennis

THE V.R.I. had three teams competing in the Summer Competition of the V.T.T.A. The teams playing in A3 and C1 grades, although performing fairly well, did not win a place in the final four of their respective sections.

The B3 team, however, made the four but were eliminated in the preliminary final by Surrey. The V.R.I.T.T.A. intends entering teams in the Northern Table Tennis Association's Competition, scheduled to begin on January 21. Players interested are asked to contact the Hon. Secretary, Graham Smith (telephone 1147), as it is anticipated that at least four teams will be required. Players are also reminded that the next Intersystem Carnival will be held in Sydney in 1964.

The one-round Summer Internal Competition finished with Newport Stores, Train Services, Accounts and Spotswood Workshops the four finalists. Newport Stores and Train Services played off in the Grand Final and the former won a close and even match.

Presentation Night this year took the form of a Theatre Night and Supper held in the Forum Theatre on Friday, November 29 when trophies won during the year were presented by V.R.I. Councillor Mr. Frank McCloskey.

Ladies basketball

1963 proved a great year for the girls in the V.R.I. Basketball Club. Three teams had been entered in the Victorian Women's Night Basketball Competition and all made the final four in their grades. V.R.I. 1 made the grand final, but after a great tussle with Braybrook they were beaten for the flag. It was a first class effort and the players have every reason to be proud of their performance. V.R.I. 2 and Melbourne Goods were little behind V.R.I. 1 in performance. Both teams made the preliminary finals in their sections but unfortunately both were defeated. Again it was a most creditable effort by the girls who played in those sides. The best and fairest awards in the three teams were:

V.R.I. 1 Marlene Barclay
(Runners Up,
Mary Lalor and Lyn Hayman)

V.R.I. 2 Cathy Stoddart
(Runner Up,
Irene Constantine)

Melbourne Goods
Lorraine Stunnel
(Runner Up,
Sandre Langbord)

Our congratulations to the award winners and to the club generally for a most successful season.

A note for bowlers

THIS season's V.R.I. Wimmera Bowls Tournament will be held at Ararat on Sunday, February 2. Harry Isaac, of Ararat V.R.I. Bowling Club, is in charge of arrangements and extends a hearty invitation to all V.R.I. bowlers to participate. A large entry can be accommodated, particularly as the committee of the Ararat Bowling Club have made their green available for this tournament. Trophies have been provided for the championship winners and the runners up.

Entries (£1.0.0 per rink or 5/- per single entry) must reach Mr. H. P. Isaac, Hon. Secretary, Ararat V.R.I. Bowling Club, C/- Stationmaster, Ararat, by Friday, January 24.

Entrants must, of course, be members of the Victorian Railways Institute as well as of a Bowling Club.

Cricket

THE results of the second round of matches in the V.R.I. Cricket Association are:

Suburban Lines 2/109 declared (Balcombe 51, Southam 44) beat Codon 17 (Briggs 12 n.o., Ingram 4/9, Hill 1/8) and 29 (Poole 16 n.o., Ingram 3/19, Hill 1/1).

Loco 5/162 (Schickerling 40, Chapman 58 n.o. Grant 2/28, Brown 2/49) beat Spotswood 9/136 (Duggan 46 n.o., Harris 18, Lees 18, Epstein 2/16, McMahon 3/46).

Stores 2/71 declared (Short 34) and 2/71 (Dyson 43 n.o., Short 24) beat Melbourne Yard 21 (Robinson 9/8) and 119 (Flavell 50, Massouris 28, Dyson 3/6).

The position of the teams is as follows :

	Played	Pts.
Stores	2	12
Suburban Lines	2	10
Loco	2	8
Spotswood	2	2
Melb. Yard	2	1
Codon	2	—

Bowls

THE Singles Championship of the V.R.I. Social Bowling Club was held at the Albert Park-V.R.I. green on Sunday, December 8, with 17 players competing. The event was won by T. (Tom) L. Hindson, of Bendigo, who beat T. Jenkins, also of Bendigo, 21-16. Tom, who incidentally won this event in 1958 and then went on to win the Championship at the A.N.Z.R.I. Bowling Carnival held that year in New Zealand, will now represent Victoria in the singles event in the 1964 carnival to be held in Sydney from February 25 to March 6. Congratulations, Tom, and we hope that you repeat the 1958 performance.

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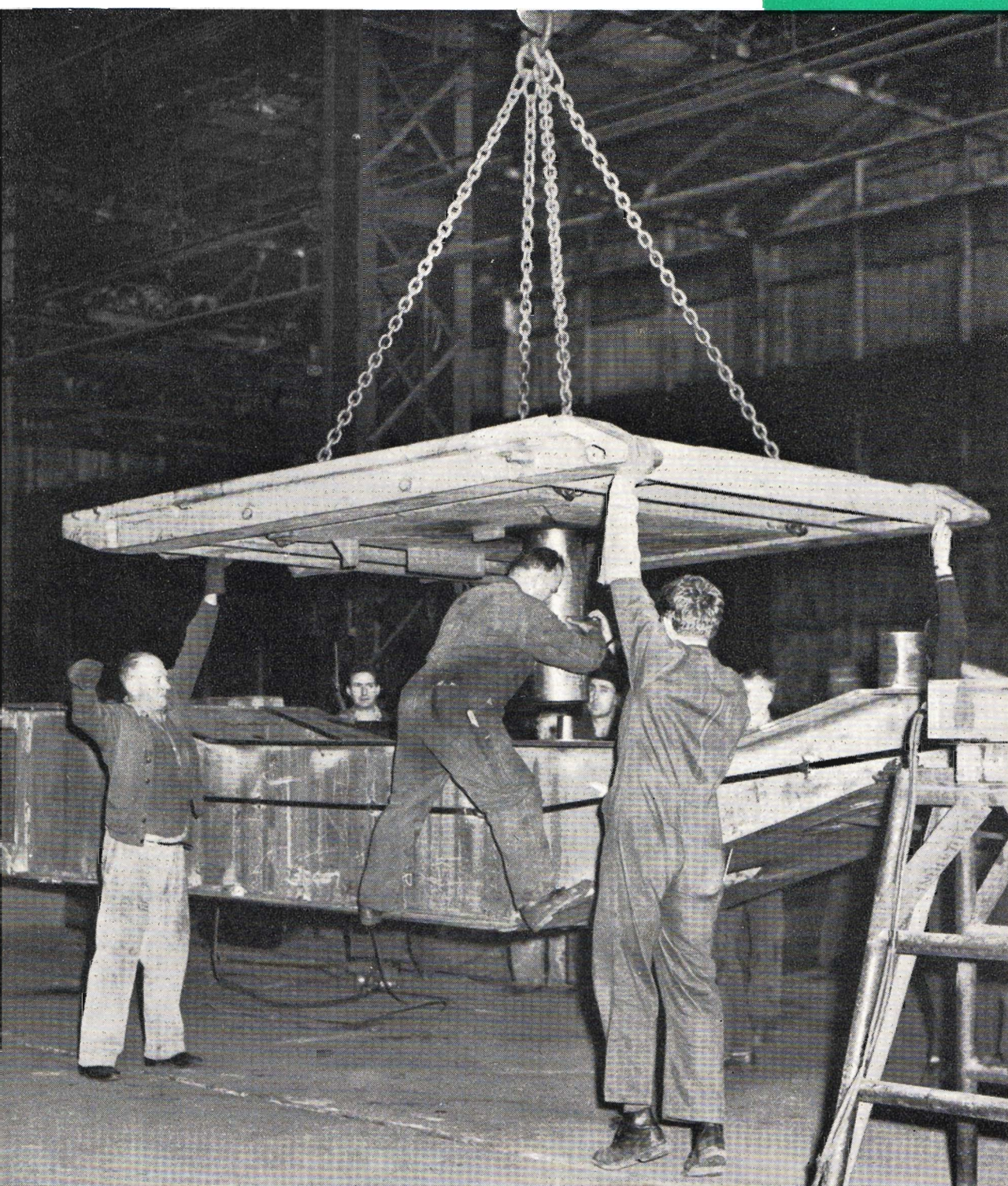
VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY

VR

1964

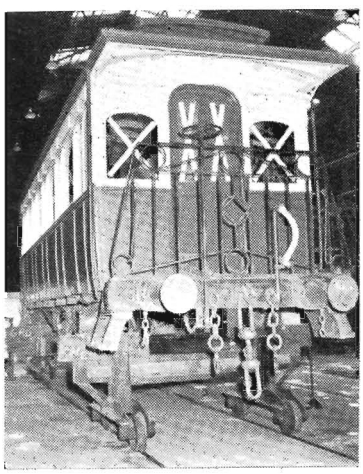


THE MONTH'S REVIEW

Weekly ticket prizes

3KZ runs quite a few prize winning schemes during its breakfast session for the lucky holders of certain radio and driving licences, car registration numbers, and weekly train tickets. It is interesting to note that the one that is most frequently claimed is for the weekly rail ticket. It has been running since June 1961 and the "Jackpot" rarely goes higher than £18 before it is claimed.

From Tasmania



No. 1 Clock for Museum

THE Commissioners have made available in perpetuity to the Institute of Applied Science, the Departmental clock that was known as "the main line starter clock".

This is a clock of great historical interest. It was actually the Department's first clock—carved on the wooden surround is the lettering "V.R. 1". It was installed at Spencer Street in 1858 and, for 79 years after, hung on the wall outside the Stationmaster's office until, in 1937, it was replaced by a more modern timepiece.

Its external diameter is 4 ft. and the dial is 3 ft. It will duly be displayed in the Science Museum gallery. In the opinion of the Museum authorities the clock's movement is "a good example of the very high-grade horological craftsmanship which prevailed a century ago."

Easter Show

THE Department will have an exhibit—consisting of miniature trains, Advisory Bureau, and a general publicity display—in the Melbourne Grand Easter Show to be held at the Exhibition Buildings from March 23 to April 14.

English view of V.R. history

THE following letter, received by Mr. L. J. Harrigan, gives interesting comments on the V.R. history. The letter came from Mr. Stanley J. Coates of Oxford, England, who writes :

"A short while back, Mr. W. W. Keppell sent me a copy of your book 'Victorian Railways to '62', so, having been connected with printing at the Oxford University Press for many years, I thought you might be interested in a few observations from an English point of view.

"The binding of the book is excellent—in fact, outstanding by any comparison. One item which was new to all who saw it, and in general was not much cared for, was the insignificant treatment of the chapter headings. As you know, English style is a new page with a dropped heading and fairly large lettering and figures, and while allowing that custom dies hard, I still think your style does not make enough separation between change of subject.

"Your style of notes placed opposite the line to which it refers, as against English custom of foot notes, is a big improvement and much to be preferred, because of the ease with which the eye follows across instead of having to break off to refer to the bottom of the page.

"The layout of plates in general is good and the use of two-tone colouring is certainly unique. I have never seen it before. However, to sum up : in general there is no doubt at all that you have produced a book of the highest standard (that was agreed by all who saw it) and realizing the vast amount of research that must have been necessary to produce such a complete history —that, and the printing and the binding fully justify each other . . . .

"P.S. : What a splendid gesture to emboss individual names on the cover of each copy, and what appropriate end-papers."

Exterior and interior views of the passenger coach that has been given by the Mt. Lyell Mining and Railway Company, Tasmania, to the Puffing Billy Preservation Society for use on the Belgrave-Lakeside line. The car is shown on trestles, after its arrival at Newport Workshops, with its windows protected by paper strips. At the Workshops, the original 3 ft. 6 in. gauge bogies are being replaced by 2 ft. 6 in. ones, and other alterations made.

FRONT COVER

Lowering the turntable on to one of the Flexi-Van wagons that have been built at Newport Workshops to meet an urgent customer demand. (See story on page 22.)

FUTURE TRAFFIC PROBLEMS OF INNER MELBOURNE

IN a paper that was presented to the Highways and Traffic Engineering Branch of the Institution of Engineers, Australia, Mr. G. F. Brown, Deputy Chairman of Commissioners, discussed the problems and costs of providing transport for the central area of Melbourne; and challenged some widely-held assumptions concerning the appropriate spheres of private and public transport. Part of the paper is summarized below and the remainder will appear in the following issue of *News Letter*.

Melbourne perhaps more than many other cities of its size is a product of fixed rail transport.

The layout of the suburban railway and tramway systems practically dictated the shape of the city's growth up to the second world war. Without these systems the widespread suburban sprawl—giving full rein to the community's penchant for living in detached houses on separate allotments—could not have developed in an era when the motor car was a semi-luxury. There is still a strong tendency for outer suburban development (beyond 10–15 miles) to follow the pattern set by the railway system.

The streets in the central business district, laid out for horse-drawn traffic and pedestrians, are still ample for all *public* transport requirements but unless the buildings are to be pulled down and replaced by streets and parking stations it will never be possible to meet the space demands of a mass movement by private car.

Cannot pay

In the absence of a really determined effort in the direction of staggered hours it is useless to imagine that Melbourne's railway and tramway systems can operate on a profitable basis in the normal business sense. With a fare structure dominated by the out-of-pocket (by no means the full) cost of private car operation, and the necessity to maintain a large quantity of expensive equipment for use only in the two daily peaks, the financial results of operating these systems will never be such as to encourage the provision of the attractive services essential to compete with the private car. (See Graph A).

In America the decline of fixed rail transport systems in many cities has been due to the inability of such systems to operate as successful businesses under private enterprise. Now that it is realized that the financing of public and private transport systems must be placed on a comparable footing many large American cities are seriously studying the question of setting up modern fixed-rail transport systems in order to keep their road traffic problems within bounds. (See *News Letter* December 1963 page 180).

MELBOURNE FORTUNATE

Melbourne is, in fact, fortunate because its suburban railway system has been able to hold its own reasonably well with the private car, particularly for peak period travel. This is because that system has never been required to operate on a self-supporting basis and because the city has not been able to afford such costly mistakes as the wholesale construction of freeways. While the rapidly growing needs of outer suburban development in recent years could have been met much more quickly had more capital funds been available, we have been able—partly by sacrificing a good deal of our short-distance patronage—to carry out sufficient track and signalling improvements and to supply sufficient extra trains to prevent any pressure-point from getting completely out of hand.

In doing so, it has often been necessary to keep diverting resources from one hot spot to another, with a consequent loss of efficiency as the works could not be carried out in a properly planned sequence.

Longer journeys

Statistics reveal how these influences have affected our suburban system. During the period 1924–62 they show that, while total passenger journeys have fallen, the length of the average passenger journey has increased by more than 50%, so that total passenger miles—the true measure of work done—are up by 43%. To carry out this task we have 26% more trains in service at the peak period and are running 15% more train miles.

The increase in the number of trains in service is greater than the increase in the train mileage run because, with the growth in the length of the average suburban journey, it is not possible to return as many trains to their originating points for a second trip in the very concentrated peak periods.

A sharp drop occurs in our fares on a per mile basis—both daily and periodical — as mileage increases. This decline tapers off after about 10 miles but 67% of our passenger-miles comprise journeys of 9 miles or more in length and our actual average receipt per passenger-mile is a low 1.66 pence. The growth of the outer suburbs is therefore doing nothing to improve our financial situation. (See graph B.)

A comparison between the 1939 and 1962 hourly records of pas-

sengers arriving at and departing from Flinders Street Station reveals some changes in the nature as well as the volume of our traffic task. The morning peak has become more highly concentrated while the evening peak starts earlier and then drops away sharply after 6.0 p.m. The decline after 9.0 p.m. in 1962 indicates the influence of TV and also the greater attraction of the private car for evening travel to and from the city when the roads are less congested and parking is not quite such a problem.

It is interesting to note that the numbers arriving in the city between 10.0 a.m. and noon, and departing between 1.0 p.m. and 4.0 p.m., indicate no falling off in the incidence of rail travel for retail shopping in the city.

Not only is metropolitan mass transport a losing proposition from the strict business viewpoint, but the gap between cost of operation and fares charged is continually widening.

It is quite clear, therefore, that the balance sheet for our suburban railway and tramway systems must be viewed in an entirely different light to that of an ordinary business enterprise. The question to be considered is not whether costs are balanced by fares, but how the costs compare with the alternative method of doing the job by private cars, for which no balance sheet is available.

COST TO COMMUNITY

From this viewpoint, a study carried out some years ago for the Australian Transport Advisory Council disclosed that, on a passenger mile basis, the *community cost* of suburban travel by rail is less than half of that by private car. Moreover, the effective capacity of the suburban railway system can be increased at a fraction of the cost of gaining an equivalent increase in road capacity by constructing freeways.

To illustrate this point, a three track railway, with two tracks operating in the direction of peak movement, has the same passenger capacity in this direction as a freeway with about 40 lanes, and at the same time provides full access for passengers living at ALL distances from the city.

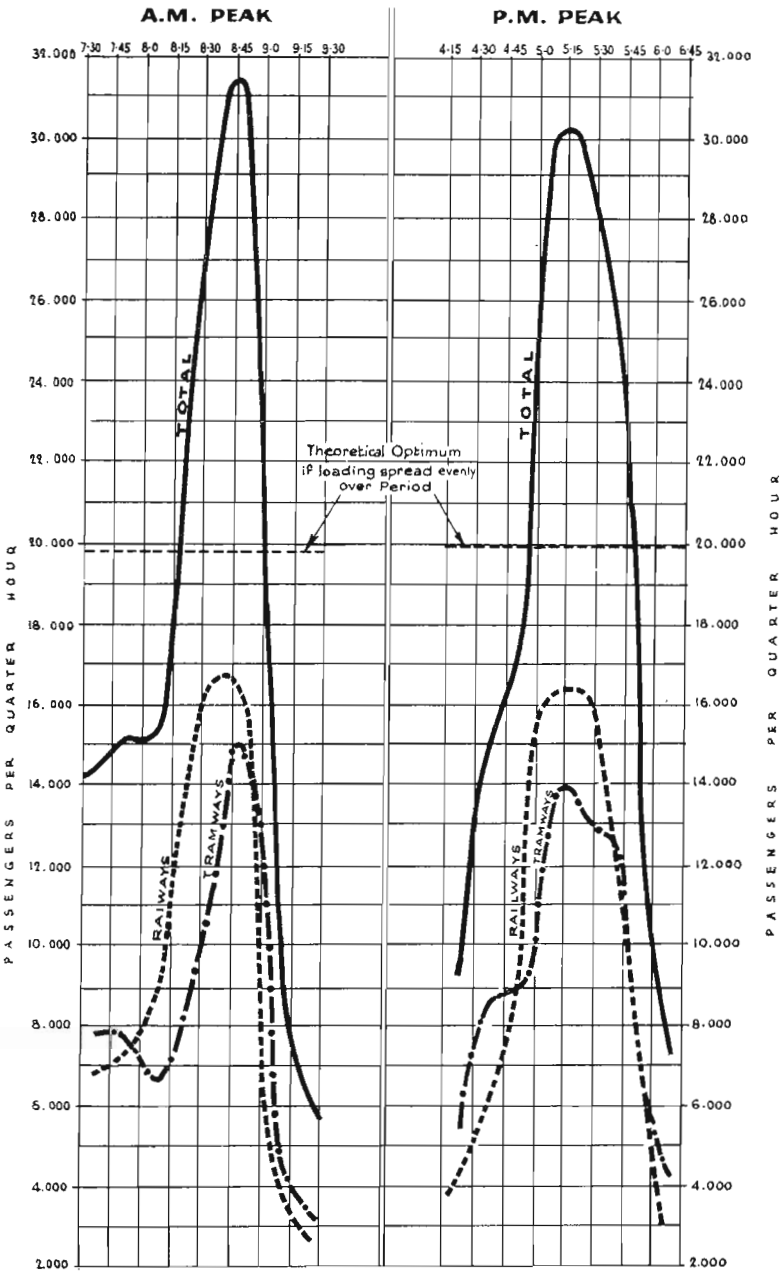
Move people—not vehicles

A city such as Melbourne will be on the right path towards solving its transport problems only after it has come to understand and accept one fact, that the fundamental problem is moving people, not vehicles.

We just cannot afford the luxury of building the roads necessary to carry huge numbers of cars with an average of 1.4 passengers in each.

Sooner or later, this freedom for the individual to surround himself with a large motor car and occupy a corresponding amount of extremely valuable street space may have to be curtailed ; but, in any event, it is absurd to consider limiting the use of streets by trams or buses to allow an increase in this wasteful mode of transport.

Put it another way ; if the pressure of private motor cars in the central city's streets is allowed to continue and to eventually force the trams to go underground, *the cost of under-*



GRAPH A.
Showing passengers arriving and leaving Melbourne by trains and trams (including tramway buses). This graph reveals the nature of the peak load and the great reduction that could be made if the loading were spread evenly over the peak period.

grounding the trams must be a charge to the private transport sector of the economy.

We must make up our minds whether to adapt our city to the requirements of private transport, or make our transport adapt itself to the city.

If the former is our aim, we might as well forget about our city in its present form, because after room is found for all the cars there won't be much left for anything else. If, on the other hand, we decide to face reality and make the traffic adjust itself to the city, we must automatically look to fixed rail transport to take up the greater part of the passenger load to and from the central business district.

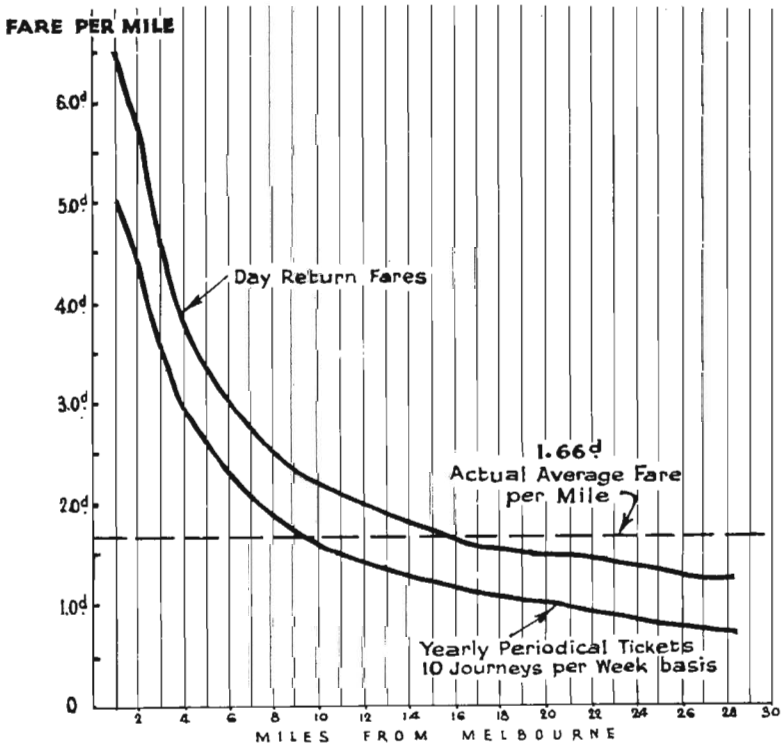
First call on money

As people cannot be coerced, but must be enticed to use public transport, this means that we must be prepared to give our railway and tramway systems first call on the available capital money to enable them to give the high standard of service necessary. What can be spent on the road system must be regarded as the amount left after the public transport systems have been attended to ; and if we treat our public transport systems properly, this is all we will *need* to spend on the road system.

It is no use deluding ourselves that, while we refuse to accept staggered hours, daily travel to and from the city—by either public or private transport—is ever going to become a pleasant, relaxing experience. The price of the traffic peaks will always have to be paid—on the roads, by congestion and delays ; on public transport, by some passengers having to stand for at least part of their journeys. I do suggest, however, that if the problem is approached logically, we can hope eventually to reach a state of balance in which public, and particularly fixed rail, transport is handling such a large share of the traffic task that a road system within the community's means can reasonably handle the balance.

I stress the word "reasonably". It has been amply demonstrated in America that any attempt to provide a road system of sufficient capacity to ensure a free flow of private car traffic at peak periods is as effective as a dog chasing its own tail. We have to face the fact that the road system we can afford, after first priority has been given to public transport, will set the level of the number of private cars that can be permitted to move to and from the city at peak periods.

As mentioned previously, Melbourne is fortunate in not having gone too far down the wrong path. We are also fortunate in possessing a suburban rail system which is already holding the road traffic problem within manageable limits and which can, at far less than the cost (whether measured in money or lost parklands) of a wholesale construction of freeways, be extended in capacity to meet the requirements of double the present population or more.



GRAPH B.
Comparison of fares with distance of travel. On a per mile basis, a sharp drop occurs in fares as mileage increases.

B. E. SUCCESS

THE big increase that has occurred in interstate traffic since the completion of the standard gauge line is due not only to the abolition of transfer at Albury but also to the faster services provided by bogie vehicles, and the facility of bogie exchange. A large number of manufacturers would not use the rail previously because of fear of damage during and after transfer at Albury. Bogie exchange, of course, eliminates the possibility of damage which might occur with manual transfer of goods.

Since the standard gauge line opened, the Department has built 517 freight vehicles that can have their bogies exchanged.

ALL LINES TICKET

AMONG students who take advantage of vacations to see Victoria on an all lines ticket is Victor Isaacs, 13, of Camberwell. Accompanied by his father, Mr. V. Issacs, he covered 3,150 miles and included Echuca, Bendigo, Swan Hill, Castlemaine, Maryborough, Mildura, Ballarat, Geelong, Port Fairy, Portland, and Stawell in the itinerary, as well as day trips from Melbourne to Daylesford, Mirboo North, Hurstbridge and Queenscliff.

Overnight stays were made at Echuca, Swan Hill, Maryborough, Mildura, Portland (the bus was taken from Port Fairy) and The Grampians (bus from Stawell).

Both enjoy train travelling. " It was the best holiday I've had " said Victor. As well as seeing the country, Victor is keenly interested in trains—he is a member of the Victorian Association of Railway Enthusiasts.

NEWPORT SPEEDS FLEXI WAGONS

Mr. G. F. Brown, Deputy Chairman of Commissioners, congratulates boilermaker-welder team responsible for the production of the first Flexi-Van wagon in less than five weeks. *Left to right*, Messrs. C. Maxras, R. Gouldson, L. Ricci and A. Prince. In background are Foreman Boilermaker S. Phillips and Sub-Foreman C. Foster.

Arc welding bracket to underframe of Flexi-Van wagon.

SINCE the first Flexi-Van went into service, in September 1961, Flexi-Van business has continued to increase. More road hauliers have realized the economic advantages of letting the railway do the long haul while they concentrate on the short trip between rail head and depot. The Flexi-Van—the most modern form of co-ordinated rail-road transport—enables this to be done efficiently and quickly.

Six major road haulage firms now use Flexi-Vans.

For their transport special rail wagons are, of course, required. A survey of the position, made last year, revealed that 10 more of these special wagons were needed to cope with extra rail traffic that was then developing. It was arranged that Victoria should provide the bogies and N.S.W. the super-structure.

Shortly after the survey was made, however, the Flexi-Van traffic increased considerably and several more road hauliers decided to divert their traffic to Flexi-Vans. The position became acute ; and it was necessary either to quickly build more of the special wagons or allow the traffic to remain with our road competitors.

The Commissioners directed that five wagons should be immediately built at Newport Workshops. The instruction was issued to the Workshops Manager on November 7. One month later the first wagon was completed—three weeks ahead of

schedule. The second one followed before the end of the month and the last of the five will be finished by February 20.

Factors that contributed to this achievement are :

- excellent team work ;
- advance planning to ensure an uninterrupted flow of materials ;
- adoption of the latest welding technique—the "submerged arc" process ; and
- use of the jig assembly that proved successful on the previous Flexi-Van construction project.

After completion of the first wagon the Deputy Chairman of Commissioners (Mr. G. F. Brown) and senior officers visited the Workshops and congratulated the boilermaker-welders and others associated with the work, on their success in beating the clock.

Placing bogie in position under wagon.

APPRENTICES WELCOMED

Apprentice Fitter and Turner Ronald Hope (6 ft. 8 in.) meets Apprentice Electrical Fitter Martin Vloedmans (4 ft. 2 in.) They were among the 208 new apprentices who were officially welcomed to the Department last month by the Chairman of the Staff Board, Mr. C. S. Morris.

RECORD HARVEST MOVED

DESPITE a record harvest, all surplus wheat was moved by January 25—much earlier than usual. Almost 31 million bushels (38,600 wagon loads) were carried by the Department this season.

Compared with last year, this was an increase of 3,737,000 bushels, or 4,675 wagons.

Wheat was carried from all parts of the State, except Gippsland. Much of it was sent to Geelong for export, but considerable quantities also went to bulk storages at Marmalake, near Murtoa, and to Dunolly.

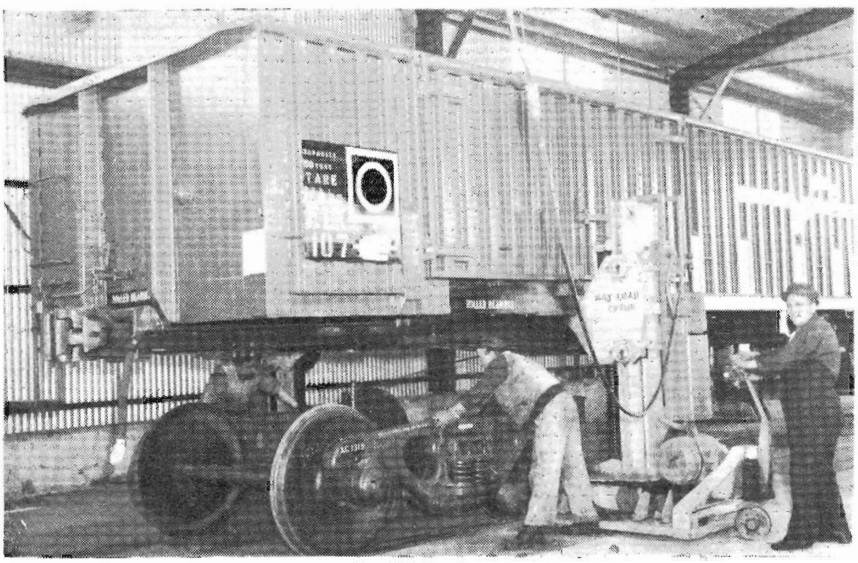
During the season, a new weekly record was made by moving 6,389 loaded wagons of wheat, 1,041 more than the record made last year.

More oats were also railed this season, and by January 29, 6,518 wagons had been moved to shipping points and storage depots.

Altogether, about 6,000 wagons were available for bulk loading of wheat, oats and barley.

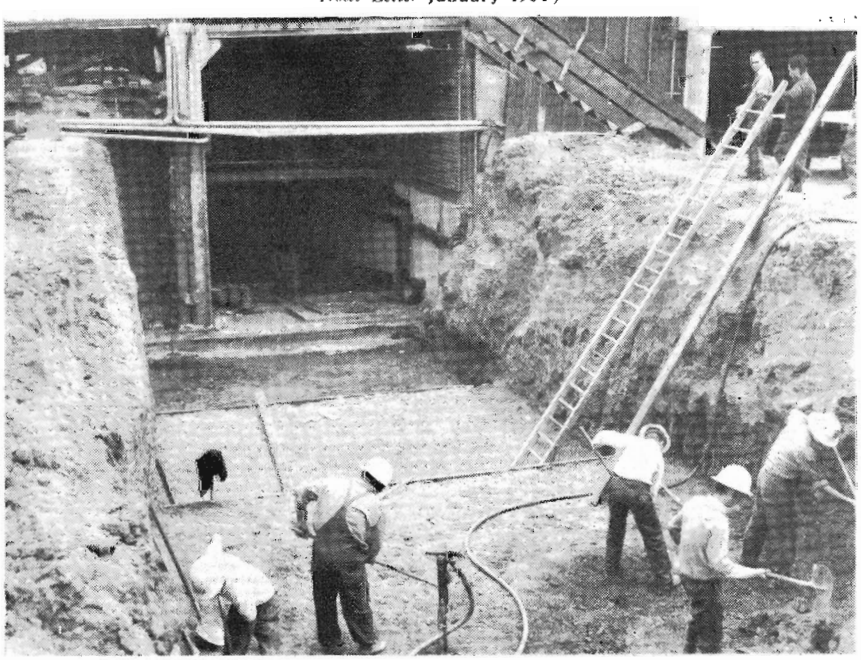
Without the utmost co-operation of train and station staff, such an early finish would not have been possible. Railwaymen have again proved that they work as a team in the interests of the community.

AROUND THE SYSTEM

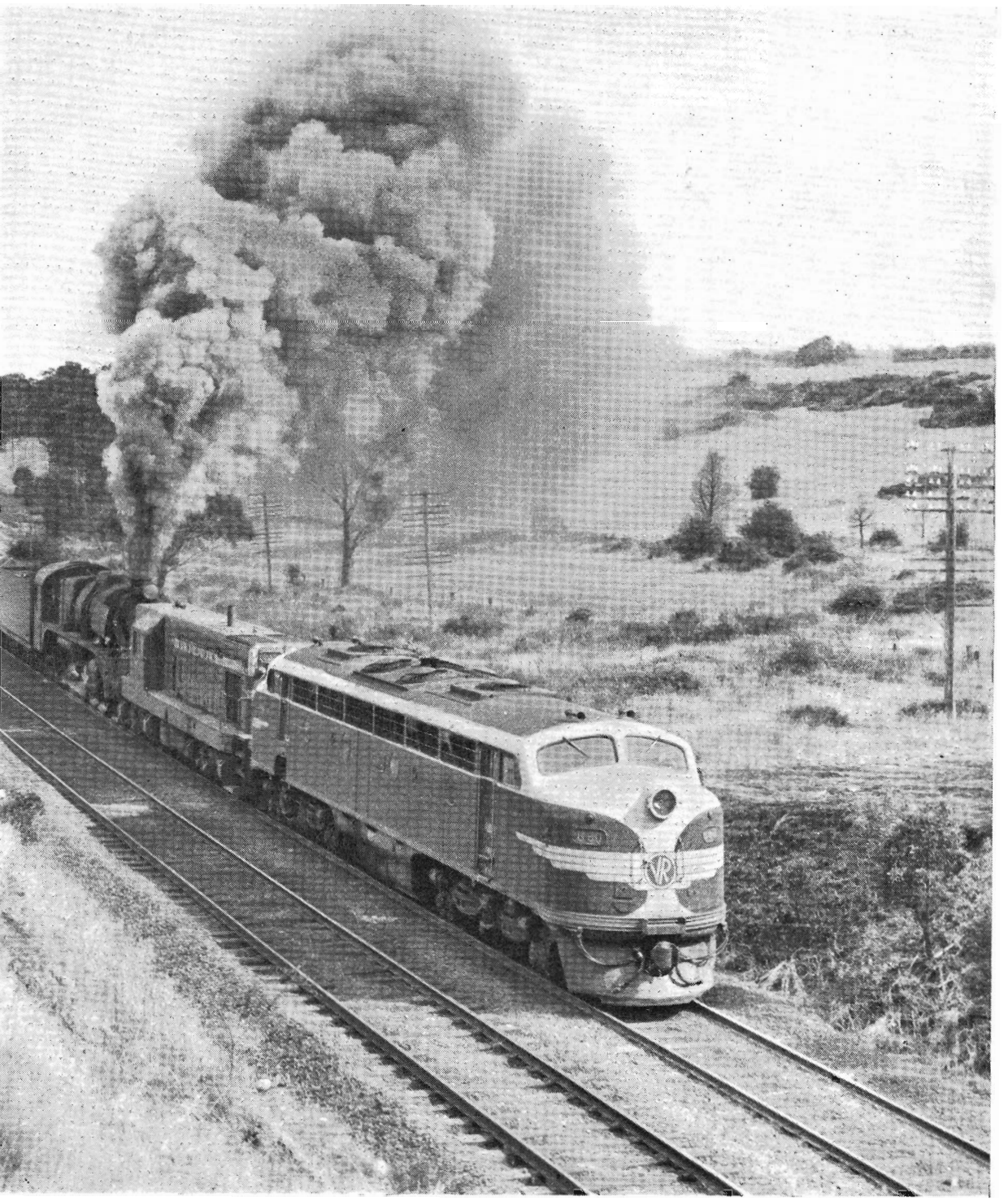


▲ FLUTED : New ELX wagon going through the Bogie Exchange Centre at Dynon is the first of a batch now being built. The fluting enables heavy cross timbers to be placed inside to act as divider beams and prevent movement of contents.

▼ SPENCER STREET : Final phase of the work on the new terminal is now in progress. Picture shows excavation for the extension of the parcels tunnel.(See *News Letter* January 1964)

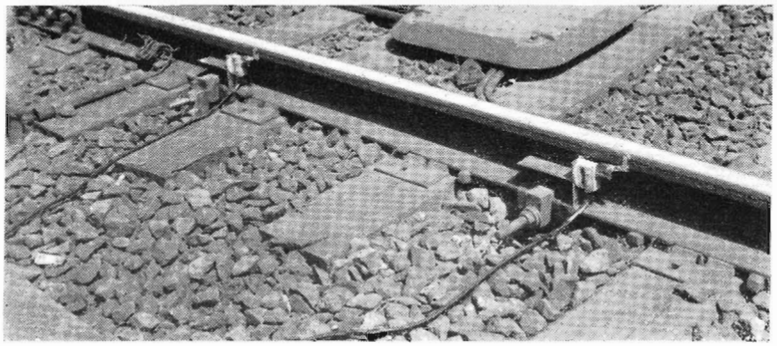


TRIPLE HEADER : Despite the

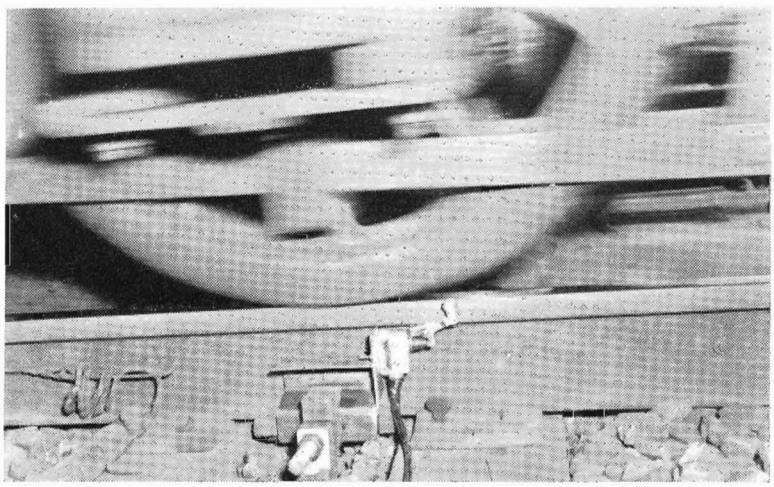


rd harvest, movement of grain that was in excess of country storage capacity was completed before the end of last month. Picture shows a wheat train being hauled up the Warrenheip bank by B and T class diesel-electrics and R class steam locomotive.

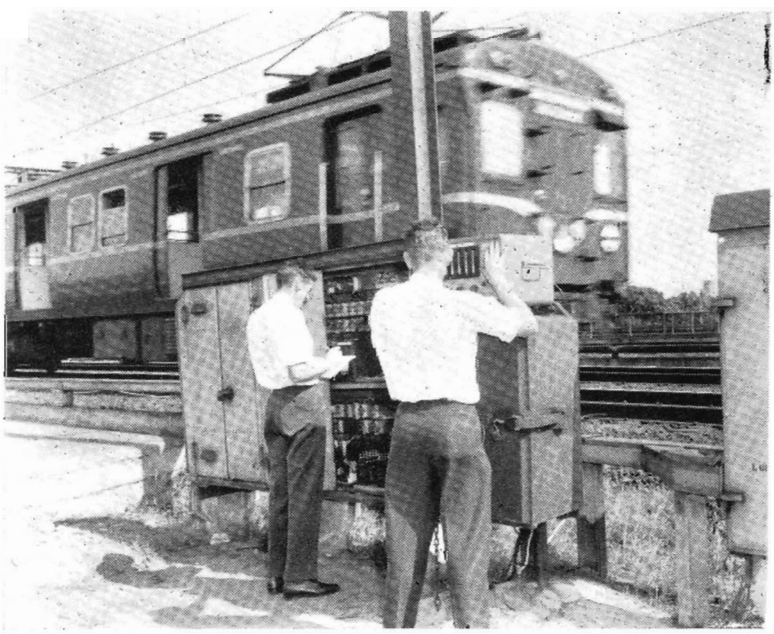
RESEARCH FOR CITY RAILWAY



Micro switches mounted on rail



Wheel of a passing train is about to close switch and complete the circuit.



Messrs. D. Detering (*right*) and J. Strickland read and record data obtained by electronic apparatus.

HOW does the human element affect train performances?

The capacity of a railway line, especially where there is dense traffic, is governed not only by the duration of stops made at stations but also by the time taken to brake and accelerate trains at the stations.

Railway engineers, of course, know just how quickly it is possible to stop and accelerate trains. But, naturally, there are differences in the way in which individual drivers enter and leave platforms.

To ascertain what, exactly, were these individual rates of braking and acceleration, was one of the projects recently undertaken by the Department's Signal Planning Division, under the direction of Mr. G. F. Woolley, Signal Engineer. The information, which will be used in the design of signalling for the Underground Railway, will enable the utmost track capacity to be obtained consistent with economy in signal equipment.

The place selected for the tests was the Richmond platform on the Box Hill line—a location where traffic is very dense, with 24 trains an hour passing through in peak periods.

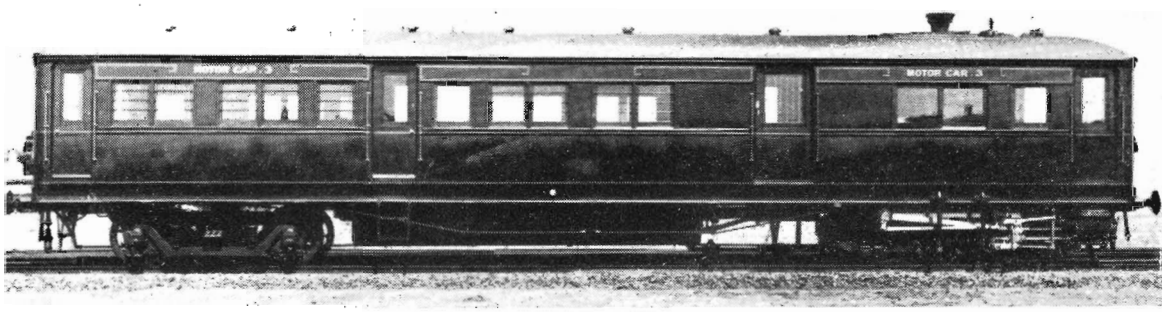
On one of the rails, two micro-switches were mounted four feet apart ; and nearby was electronic apparatus to record the information.

When each electric train passed over the switches, readings were obtained as the carriage wheels operated the switches.

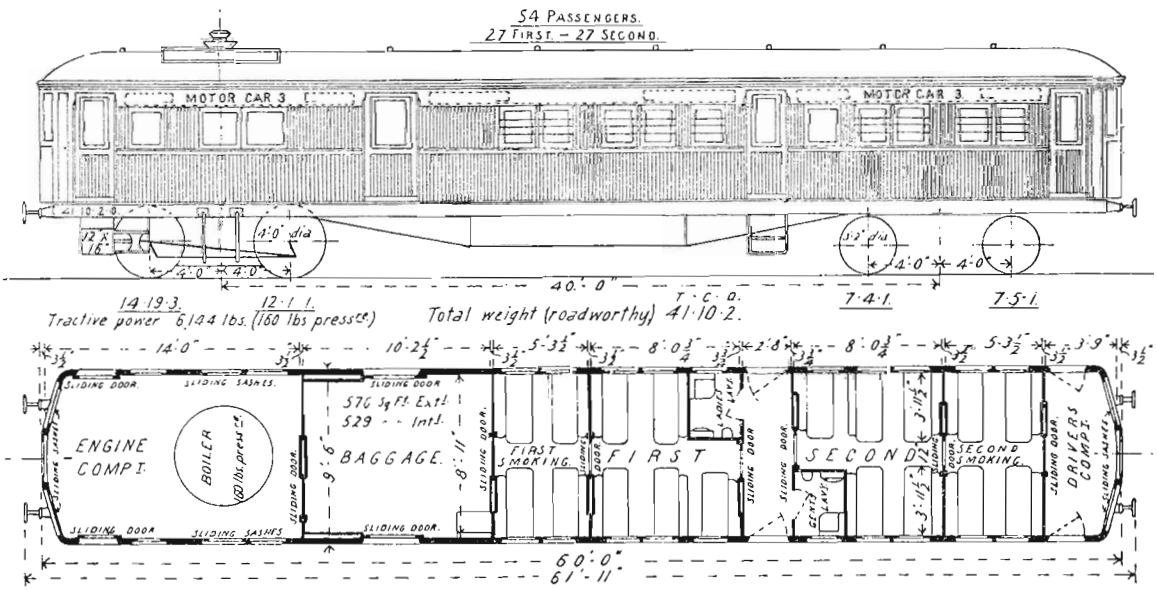
The information was fed to the electronic apparatus which recorded in thousandths of a second the time that the wheels took to pass over the short distance between the switches.

When the data so obtained was interpreted it gave the rates at which the trains were braked and accelerated over the length of the platform, which is adequate for the purpose required.

STEAM RAIL CAR OF 1913



Steam Motor Car No. 3 (*Photograph by courtesy of L. G. Poole*).



ALTHOUGH the steam car shown above was not the Department's first rail car, it did have the first Walschaert valve gear locomotive unit to work on the Victorian Railways. Actually, the Department's first rail car—known as Rowan's Steam Car—was placed in service in 1883. It was not until 1911 that the next two rail cars were bought. They were the McKeen cars from U.S.A.—noted for their unusual design and early attempt at streamlining.

These cars were bought in an attempt to improve passenger services on branch lines with light traffic. On such lines passengers were carried in mixed trains, but the time spent in shunting at stations en route made the services unattractive.

To further experiment in the improvement of branch line operations, a vertical boilered engine unit was bought in 1912 from Kerr, Stuart & Co., Stoke-on-Trent, England. This unit was installed in the 8-wheel car (shown above) which was built at Newport Workshops and had a seating capacity for 54 passengers—half in each class. As Motor Car No. 3, it went into service on January 25, 1913, but, after running about 50,000 miles, proved unsuitable and was taken out of service.

The engine had four coupled wheels. Other details were: heating surface (square feet)—firebox 50·86, tubes 612·78, total 663·64; grate area 14·18 sq. ft.; capacity—water, 450 gall., fuel 15 cwt.; tractive power 6,144 lb. (160 lb. pressure); total weight, roadworthy, 41 tons, 10 cwt. 2 qrs.

CONDUCTORS WITH WINGS

WHEN Mr. R. G. Jones of the Commonwealth Department of Works, Port Moresby, brought his family to Melbourne for a holiday recently, his two children, aged six and four years, were eagerly anticipating a train ride. The children were very air-minded, as the 'plane is virtually the only means of transport in the territory.

Neither of them had seen a train, except in picture books, and they were full of excitement when they were taken for a trip on *The Gippslander*. After an hour on the train, they—like most children—felt thirsty.

The elder child looked up the aisle and saw the conductor approaching.

"Here comes the Pilot, mum, let's ask him for a drink", he said.

HOW TO BEHAVE IN A BUSHFIRE

THE C.S.I.R.O. Bushfire Research Section has given the following advice for amateur and professional fire-fighters. It may pay to memorize or cut out this guide.

Panic seriously drains nervous and physical energy and clouds your judgment. Shun it.

Run only when absolutely necessary.

Use any and every means that will shield you from the radiated heat. This is a most important principle of survival and should be clearly understood.

Take refuge in dug-outs, running streams, and ponds, but reject elevated water tanks except as a last resort. (A person almost totally immersed in lukewarm water—*115*°F—reaches a state of collapse after about only three minutes.)

Limit the breathing rate when smoke is dense and await the arrival of the usually frequent small pockets of fresh air before filling your lungs. The air nearest the ground is freshest and coolest.

Do not delay in front of flames when it is necessary to enter them in order to escape, but having covered exposed skin as best you can in the circumstances, and having taken some quick deep breaths, move briskly through on to the burn.

Choose the path that is least obstructed by dense growth, logs or uneven ground.

Don't enter flames that are more than about five feet high or that are tending to 'crown out' (enter the tree tops) or that are more than about *30* feet deep, or when the undergrowth is very dense. (Most fatalties have occurred when men have essayed such severe flame fronts).

Light a back burn, say *20* feet long, if trapped by a high wall of deep flames. Step onto the burned area.

Lie prone on the ground when circumstances are most dire and, having covered exposed skin as best you can, and having secreted yourself on the barest piece of ground, in a rut, behind a log or rocks, in a culvert, or if possible by burying yourself, stay put. You have a good chance if you don't panic.

Resist the temptation to run from an encircling fire front unless your chances of escape are quite clearly high. If you do flee, run downhill since fire moves fastest uphill, and try to work your way to the edge and rear of the fire front.

Avoiding danger

Wear wool, long trousers, sleeves rolled down, shirt buttoned at the neck. Aim at exposing as little skin as possible.

Carry a spare box of matches for back-burning.

Know and keep in mind the local topography—its paths, roads, creeks, clearings, etc.

Chart an escape route before entering the fire zone and arrange a withdrawal signal.

Plan ahead and use whatever experience you have to anticipate changes in the fire.

Avoid standing or working in dense vegetation near the fire zone.

Stay on the edges of the fire—never wander into unburnt country. Don't worry others by disappearing.

Avoid becoming isolated from your companions.

Be quick to seek first-aid and know which of your companions is best fitted to render it, and his whereabouts.

Pre-arrange code signals and avoid unnecessary shouting, whistling, or horn blowing which could confuse or alarm others.

Leave vehicles parked facing in the direction of the escape route, with room for others to pass and with windows and doors shut and the ignition key in place.

Avoid bringing vehicles drawing trailers too close to the fire zone.

Aim at keeping yourself in top physical condition by eating three square meals a day, getting your full quota of sleep, and—while fighting a fire—drinking even more than your thirst sensations prompt you to drink. If a perilous situation develops you will need all your resources of endurance to survive.

Don't work too hard : harbour your energy ; you may need all your strength for a later emergency. Pause to recuperate as often as you need and remember that the hottest job is not always the most important and that heroic acts are rarely necessary. Running wastes your strength rapidly and may cause others to become apprehensive.

Many of those who perish when trapped by bushfire die before the flames reach them. Radiated heat striking exposed skin is the chief killer.

Avoiding accidents

Sit when travelling on vehicles.

Remember your passengers when driving.

Keep windows wound up in smoke, switch on lights, and blow the horn occasionally.

Avoid travelling on bulldozers.

Keep clear of others using tools and bear in mind those near by.

Beware of overhead limbs when chopping.

Maintain your tools in first-class condition.

Practise using your tools so that you know their proper capacity.

Carry hand tools at the hip, not over the shoulder.

Beware of rolling logs and falling limbs and trees (especially when the wind is high).

Watch out for the 'kick-back' of a felled tree.

Be especially alert when working on or near dead standing timber, particularly if burning. (Only green trees 'talk').

Avoid having to fell trees leaning on others or likely to fall against others.

Wear strong leather boots, never shoes.

HIS RECIPE

A reporter on a train found himself sitting opposite a doddering old gentleman whose face, despite his age, still retained a certain youthfulness. Leaning forward, the journalist said:

" Excuse me, sir, but I'm a reporter and I wonder if you'd care to give my readers the secret of your youthful appearance ".

" Certainly, me boy, " quavered the old man. " Riotous living. Ever since leaving school, I've smoked like a chimney, drunk whisky like water, and never had an early night".

" Extraordinary " said the reporter.

" And would you mind telling me how old you are ? "

" Certainly. I'm 35 ".

LINES FROM OTHER LINES

Road-rail vehicle

TWO vehicles designed to run either on the road or a railway track have been bought by the South African Railways for use by maintenance and construction staff.

Built by the Toyo Kogyo Company, Limited, of Hiroshima, Japan, these road-rail vehicles can carry two passengers and a 3,000 lb. load at 40 m.p.h. on a road and at 28 m.p.h. on a railway track.

The vehicles are transferred from road to rail, or vice versa, by means of a hydraulically operated jacking system which incorporates a turntable. To transfer a vehicle, it is driven over the railway line at a suitable place, such as a level crossing, the hydraulic jacks lowered and the vehicle lifted clear. It is then swung round until it is over the tracks.

When the jacking system has been lifted again, the vehicle is ready for rail operation. With two people, one to operate the controls and the other to signal when the vehicle is lined up and to swing it around, this operation takes only a few minutes.

—(*South African Railway News*)

Road-rail vehicle, South African Railways

Weighed on their way

AMONG the latest devices developed by United States railroads to improve freight handling is an electronic scale that can weigh individual wagons while a train is moving. It was displayed recently by the Western Maryland and Reading railroads. By eliminating the stopping and uncoupling of each wagon for weighing, it has been estimated the scale may save U. S. railroads up to £220 million a year.

Half flies, half runs

A novel Jules Verne-type vehicle that " half flies, half runs on rails " has been perfected by a Japanese professor of engineering, Dr. Hideo Fukuda.

Called the Sky Car, it is actually an elevated electric railway car designed to carry 80 persons at 125 m.p.h.- claimed to be twice as fast as the most advanced monorail system in operation.

This strange looking hybrid that combines elements of the aeroplane, the motor car and the overhead-rail vehicle, resembles more or less, the section of an aircraft wing.

The Sky Car's initial model, scaled to one-tenth its planned size, whizzed over a miniature demonstration track at 12.5 miles an hour, a tenth of the full-sized car's projected speed.

Its inventor sees the Sky Car " gently lifted by the air currents while it gathers speed.....until its wheels carry only about one-third of its total weight. These wheels are so designed that they do not leave the rails despite the upward pressure of the air currents on the wing-shaped body of the Sky Car ".

—(*Financial Review*)

60,000 Locos

WHEN, some time before 1970, the Saturn V space vehicle takes off from Cape Canaveral for the moon, it will be 350 ft. high, weigh six million pounds and have a crew of three. To lift the giant from its launching pad, says the *L & N Magazine*, its booster engine will generate a force equal to that produced by 60,000 brand-new, 2,500 h.p diesel-electric locomotives.

AMONG OURSELVES . .

Days of the bullock teams

AS Chairman of Classification Committees, Mr. V. C. Dunstan, who retired last month, was widely known throughout the Department as his duties brought him into contact with staff in practically every grade and location.

Mr. Dunstan was born in Echuca, and remembers the days of the bullock teams . . . when they arrived—with cracking whips and straining yokes—at that colourful town, hauling their loads of wool from the Riverina to the railhead. So, he has seen the evolution of transport from the 3 m.p.h. bullock team to the 1500 m.p.h. Mirage that swished over Melbourne on the day *News Letter* interviewed him.

" Those old bullockies weren't so wild, after all ", Mr. Dunstan said, " but they slaked their thirsts very promptly after delivery of their loads . . . and they could certainly ' talk ' to those bullocks ".

In 1915, Mr. Dunstan started his career in the Department as a junior clerk in the then Transportation Branch at Ballarat where he remained for nine years, including five in the District Superintendent's Office.

Selected for transfer to the Secretary's Branch in 1922, he began with the Staff Board and afterwards worked in most other sections of the Branch. For some years he was in the Commissioners' secretariat before being appointed Chairman of Classification Committees in 1956.

He is now busy planning an overseas tour.

Noble Park's noble tree

Perhaps the largest gum on railway land in the metropolitan area, this old warrior at Noble Park station, holds a secure place in the affections of local residents. The tree has occasionally been decorated with coloured lights at Christmas time, and it is believed that, in the early days, church services were held under it.

New C. of C.C.

WITH the retirement of Mr. Dunstan, Mr. K. A Richards has been appointed Chairman of Classification Committees. Mr. Richards joined the Department in 1935. Five years later—soon after the outbreak of war—he enlisted in the R.A.A.F. He had a notable war record with No. 3 Squadron in Italy. For accurate bombing of ships off the Jugo-Slav coast he received the Distinguished Flying Cross ; later a Bar was added. Among other operations in which he took part was the audacious dive bombing of the Pescara Dam in Italy.

Mr. Richards

Since returning to the Department, in 1946, Mr. Richards has had a wide experience in staff work. He has been O-in-C of the Employment Office, secretary to the Staff Board, and, for some time, was attached to the Workers' Compensation section. Prior to his present appointment Mr. Richards was Chairman of the Amenities Committee.

A Geelong double

LAST month, Geelong Loco Depot Foreman H. W. Wignall and Fitter R. J. Hannah of the same Depot quietly celebrated their fiftieth year in the Department. Both of them started their apprenticeships on January 28, 1914, at Newport Workshops. Both are retiring soon—Mr. Hannah on February 19 and his Foreman on April 29. So, between them, they have over 100 years of service.

"Geelong's too good a place to leave", says Mr. Hannah. And that's why he has been there for 36 years. One of his interests is ambul-

Mr. Hannah

Three Comptrollers

At a recent re-union of present and retired Stores Branch officers, three consecutive Comptrollers of Stores were present. Shown above, they are *(from left)* Messrs. H. S. Sergeant (1935-47), L. C. Stewart (1947-54) and F. Orchard (since 1954).

ance work ; he has bronze, silver, and gold medals in first aid. Another interest—for which he will now have more time—is fishing.

Mr. Wignall

Benalla, North Melbourne, Mildura, Echuca, Stawell and Korumburra are among the Depots at which Mr. Wignall worked before going to Geelong in 1961. He comes from a railway family — both his grandfather and father worked at Newport Workshops. His father had 50½ years service, and, on his retirement in 1939, was the " oldest inhabitant " at the 'Shops. His son, Herbert, is carrying on the railway tradition as Ambulance Officer's Assistant.

Photographic exhibition

UNDER the auspices of the South Australian Railways Institute, an interstate photographic exhibition (for which trophies will be awarded) will be held in Adelaide on April 17.

Entries for the exhibition will be selected by the Railways Institute Camera Club in each State.

In Victoria, the V.R.I. Camera Club is inviting entries from all members of the V.R. Institute and their dependants.

Entries will be in two sections—one for prints and the other for 35 mm. colour slides. Conditions for prints are :

- they must be at least 8½" by 6½", either mounted or unmounted ;
- must be entirely the work of the exhibitor ;
- on the back of each print must be the entrant's name, private address, State, and (if desired) title of print.

Each slide entered must

- be in standard size mount (glass mounts acceptable) ;
- be spotted in bottom left hand corner to show correct viewing side ;
- be accompanied by note giving name and Departmental address.

Slides and prints must reach the Secretary, Victorian Railways Institute, Railway Buildings, Flinders Street, Melbourne, on or before March 6. Envelopes are to be marked " Photo. Competition ".

No more than three slides and three prints can be entered by any one exhibitor.

INTER-SYSTEM TENNIS CARNIVAL

THE following players have been selected to represent Victoria in the forthcoming Inter-System Carnival to be played at Kooyong from February 25 to March 5 : B. Daly, Head Office ; K. Deayton, Melbourne Yard ; W. Donohue, Laurens Street ; T. Fitzgerald, Wodonga ; K. O'Sullivan, Newport Workshops ; K. Payne, Lilydale ; B. Pearce, Seymour ; B. Whelan, Jolimont Workshops. The Carnival Committee would like to see as many V.R. tennis fans as possible come to Kooyong and give their vocal support to the Victorian team during their matches.

V.R.I. Tennis

Results of the third and fourth rounds of the V.R.I. Tennis Association Competition :

Third round : Jolimont beat Codon and Traffic beat Suburban Lines ; Newport Workshops a bye.

Fourth round : Newport Workshops beat Suburban Lines and Traffic beat Codon ; Jolimont Workshops a bye.

Position of teams :

Team	Points
Jolimont Workshops ...	12
Traffic	8
Newport Workshops ...	8
Codon	4
Suburban Lines ...	—

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

White, J. T., Melb. Goods
Brazil, W., Nth. Melbourne Junction
Farmer, F. A., Melb. Goods
Hailes, W. A., Lilydale
Marshall, H. L., Melb. Goods
Weir, D. A., Melb. Goods
Clarke, E., Melb. Goods
McCormick, R. A., Middle Brighton
Thompson, W. J., Traralgon

WAY AND WORKS BRANCH

Waldock, A. C., C/–R.F. Warrnambool
Salter, H., C/– R.F. Ouyen
Billman, W. R. R., C/– W.F. Bendigo
Christian, H. H., C/– W.F. Warragul
Welch, H., C/– R.F. Bendigo
Guthrie, R. W. J., Spotswood Workshops
Allen, C. R., Head Office
Tickner, G., C/– R.F. Benalla

ACCOUNTANCY BRANCH

Getley, H. E., Head Office

ROLLING STOCK BRANCH

Hope, A. A., Newport
Brien, L. G. M., Jolimont
Treeby, L. O., Newport
Barrett, R. A., Newport
Caminiti, A., N.M. Shops
Shaw, W. E., Newport
Collins, R., Newport

SECRETARY'S BRANCH

Dunstan, V. C., Head Office

STORES BRANCH

Lania, M., Newport Workshops Storehouse
Farnan, T. M., Spotswood General Storehouse

ELECTRICAL ENGINEERING BRANCH

Orr, W. V. J., Overhead Depot Batman Avenue

. . . AND DEATHS

TRAFFIC BRANCH

Logosso, F. N., Melb. Goods
Simpson, W. T., Melb. Goods
Wilson, W., Drouin
Waldron, G. C., Regent Group

STORES BRANCH

Spiteri, C., Reclamation Depot

WAY AND WORKS BRANCH

Emmerton, J. F., C/– R.F. Flinders Street
Ryan, M., C/– R.F. Shepparton

ROLLING STOCK BRANCH

Lincoln, W. J., Newport

Sport by Oss. Keating

Ladies run it

Four veteran members, with the president and secretary of the Seymour V.R.I. Ladies' Bowling Club. (*From left, back row*) Mesdames E. Berry (president), M. Cowling (aged 76) M. Oswin (aged 71) T. Louden (secretary) ; (*front row*) G. Dowling and C. Darvall (both aged 70).

IT is not uncommon to hear of ladies' croquet clubs, where the ladies reign supreme, with their own green and club facilities, but it is most uncommon to learn of a ladies' bowling club, where the ladies have their own bowling green. The Seymour V.R.I. can boast that they have the only one operated under the auspices of the Institute, and—possibly—the only ladies' bowling green in Victoria.

For many years, at the rear of the Seymour Institute building, there was a croquet lawn, but the Ladies Croquet Club diminished in numbers until, in 1958, the Seymour V.R.I. Committee decided that continuation of the Croquet Club was not justified. At the same time it was also realized that the Seymour Men's Bowling green and club were too small to cater for all the male members and their ladies. It was therefore decided to convert the croquet lawn into a bowling green, that would be used exclusively for the Seymour Institute ladies. So, in November 1958, a three-rink bowling green was officially opened, and the Seymour Ladies' Bowling Club established.

After five years, the club now has a very attractive four-rink green with surrounding lawns, shrubs and flowers ; and sun shelters with sliding canvas roofs.

It is interesting to note that while Mrs. Berry is president of the Ladies' Bowling Club, her husband Tom (Yard Foreman, Seymour) has been, for quite a few years, the secretary of the Seymour Men's Bowling Club, and Mrs. Louden (secretary of the Ladies' Club) has managed to induce her husband, Bill, (Yard Foreman, Seymour) to become unofficial Curator of the Ladies' Bowling Club, on those occasions when Bill is not playing as a member of the Men's Bowling Club.

Cricket

IN the fourth round, just completed, the match of the day was between Stores and Suburban Lines to decide the competition leader. Stores left no doubt as to their superiority, scoring 261 for the loss of only five wickets. Dyson scored a magnificent 136 n.o. and Williams 41 n.o. while Russell of Suburban Lines bowled particularly well to take 2/17. Suburban Lines in reply managed 154/6 but at no time looked like passing the mammoth total set by the Stores team. For Lines, Southam and Ingram batted stubbornly for 44 and 29 respectively. The best of the Stores bowlers was Figgis who finished with 2/62.

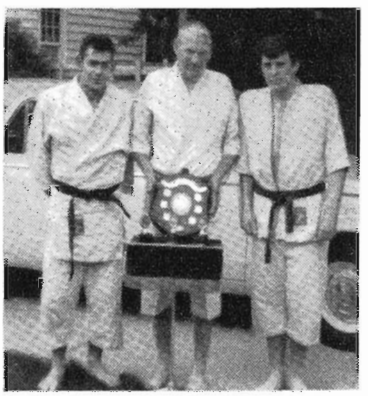
In the other games, Spotswood 144 (Brown 43, Harris 41, Lees 28 ; Dawson 2/27, Curtis 2/31) beat Melbourne Yard outright 68 (Fisher 17, Dawson 14 ; Harris 6/29) and 62 (Harris 5/35, Brown 4/26). Loco. 218 (Foss 50, Williamson 38, Schickerling 34) beat Codon on the first innings 79 (Razga 35, Hopkinson 18 ; Foss 4/12, Shickerling 3/45) and 6/45 (Hopkinson 24 n.o., Foss 5/18).

Premiership points as *News Letter* went to press : Stores 20 ; Suburban Lines 17 ; Loco. 13 ; Spotswood 12 ; Codon 2 ; Melbourne Yard 1.

Billiards

THE Club's Single Handed Snooker Championship was won by J. McKain who beat T. Hoare 3 frames to 2 in the final.

Judo



Winners of the Ballarat Judo Championship. (*From left*) Bob Haylett, Graeme Collins, Barry Govan.

JUDO enthusiasts will be pleased to know that a V.R.I. Judo Club has been formed, and followers of this sport who wish to join should contact the secretary, Bill Allen, or me, C/o Room 97 (auto. 1109) V.R.I., Flinders Street.

While on the subject of Judo, it is very pleasing to report that the Ballarat North Judo team recently won the Ballarat Judo Championship. Members of the team were Bob Haylett, Graeme Collins, and Barry Govan.

Flashback

RAN into Martin Bolger the other day. Football fans of the '30's, particularly Richmond supporters, will remember Martin as one of the Tigers' famous back line (Bolger, Sheehan and O'Neill) of that era. It is still regarded by many football followers as probably the best back line fielded by a League team before or since. Martin, who is Assistant Storeman-in-Charge, Newport Workshops, looks as fit as ever, and as a Committeeman of the Richmond Football Club still maintains a close association with the sport he played so well.

Golf

IN the final of the Club's Open Championship, played on the Albert Park Links recently, Lou Morvay beat Brian Gaffey after a keen and interesting struggle.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners ,Administrative Offices, Spencer Street, Melbourne. 507—64

VICTORIAN RAILWAYS

NEWS LETTER

MARCH

VR

1964

Loved trains

Mr. Gavan Duffy with one of his collection of obsolete instruments (*Photograph : A. R. Lyell*)

WITH the death, last month, of Mr. Charles D. Gavan Duffy at the age of 77, there passed away not only a member of one of Victoria's best known legal families but also one of Australia's leading rail enthusiasts. A familiar figure to many railwaymen, Mr. Gavan Duffy was a keen student of safeworking and had a collection of obsolete block instruments and other railway items of historical interest. He was born at St. Kilda and began practising as a barrister and solicitor at Camperdown in 1925. He served overseas in the first world war, with the rank of warrant officer and was a nephew of the late Justice Sir Frank Gavan Duffy.

A sticky business

CHEWING gum has inspired at least one song writer; and, no doubt, it solves a problem for those who can't keep their jaws still. But it's just a pain in the neck to the cleaning staff at Spencer Street station.

It sticks with grim tenacity; and on a black, bituminous pavement would not be very noticeable. But on the coloured tile floors of the new Spencer Street terminal it soon becomes a dirty, black splodge that can only be removed by scraping or a chemical solvent.

Of course, the Department shares this problem with many other authorities and owners of public buildings. About the only place where they don't have the nuisance seems to be Russia . . . . because there's no chewing gum made there.

No easy solution has, up to date, been found . . . the problem is still being chewed over.

The passing of steam

ABV 2 cameramen recently recorded the scene at North Melbourne Locomotive Depot. R 713 is being filmed as it is lined up on the outgoing road. It played the leading role in a featurette drawing the attention of viewers to the rise of the diesel the decline of the steam locomotive and the ultimate and inevitable closing down of the Depot.

More carriages for *The Overland*

DURING the past two years there has been a considerable increase in rail passenger traffic between Melbourne and Adelaide. As it is expected that the upward trend will continue, it has been decided to build two additional carriages for *The Overland*. They will be second class, air-conditioned, sitting carriages of the saloon type, with adjustable, reclining seats. Materials will be bought this financial year and the carriages completed in 1965–66.

Level crossing offences

MOTORISTS who drove over railway crossings while flashing lights were operating and warning bells ringing were parties to an extremely dangerous practice, Mr. K. J. Kean, S.M., said in Chelsea Court recently.

Not only were they a danger to themselves, but other drivers could follow them.

Two men in the Court were fined £10 for such offences.

In the Colac Court, a man who drove over the Warncoort level crossing when the flashing light signals were operating was recently fined £10.

Mr. Parsons, J.P., said he considered the offence a serious matter as the signals had been put in to protect people.

They had been installed as a result of a recommendation from a Coroner's Court after two people had been killed at the crossing.

"The same thing could happen again if people ignored the signals", Mr. Parsons said.

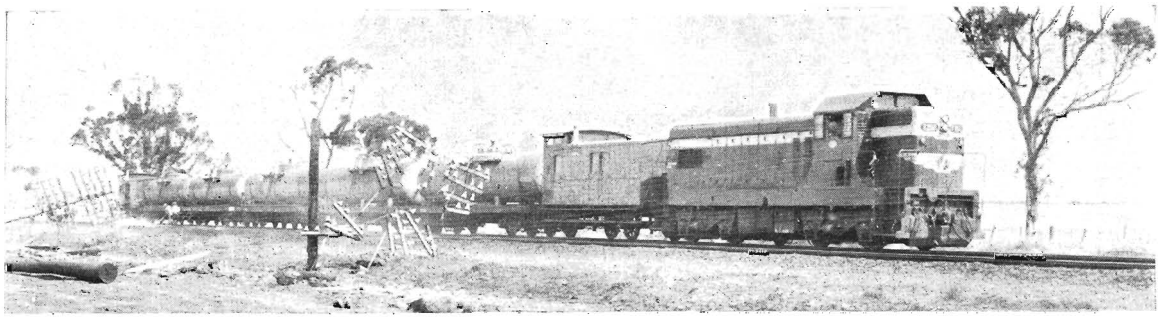
On post cards

VICTORIAN trains are featured in the series of coloured post cards issued by Nucolorvue Productions Pty. Ltd. The trains are *The Overland*, *Southern Aurora*, and—on the one card—*Albury Express* and *Spirit of Progress*. The cards are on sale at numbers of stationers' shops at 9d. each. If not procurable, they may be obtained from the publishers, whose address is Post Office Box 15, Mentone.

FRONT COVER

The Department's emergency water train helps to fight a fire at Sydenham. (See story on opposite page.)

WATER TRAIN IN ACTION



Water train at Sydenham

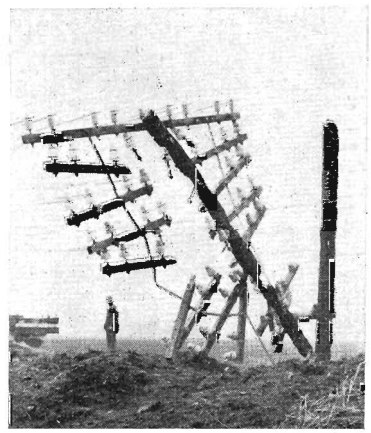
ON January 31, fires that were raging in the Sydenham area (15 miles from Melbourne) resulted in a call being made for the Department's water train.

The fire set alight the main Melbourne–Bendigo line and destroyed or damaged several hundred sleepers on both tracks between St. Albans and Sydenham. In addition, telephone poles carrying P.M.G. lines were burnt. Railway telephone wires were not damaged.

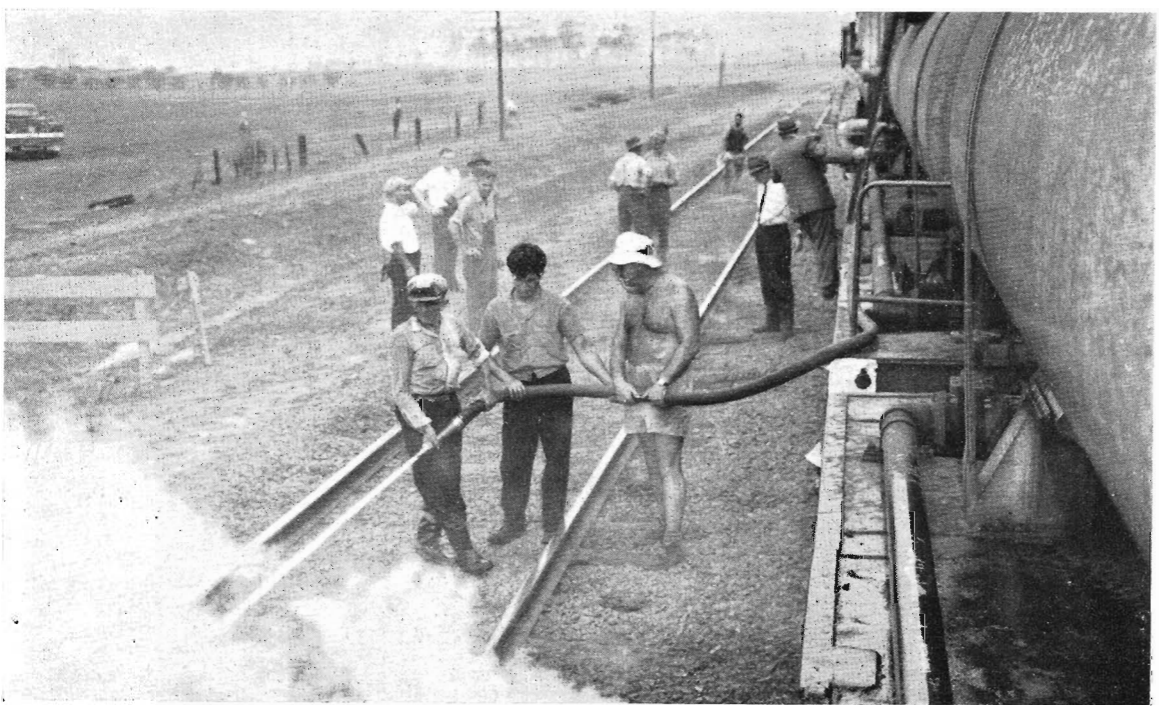
The 35,000 gallon water train is part of the Department's organization that is available to cope with serious fires. Complete with brake-van at each end, the train stands in Flinders Street yard, during summer, and is ready to leave, at short notice, for any part of the 4,200 miles of Victorian broad gauge track.

A portable pump is in each van, and on arrival at the destination, the pumps are lifted on to the tankers' platforms. Water, at high pressure, is therefore available directly from the train ; or, after connexion, water can be pumped from the tankers into road vehicles at the rate of 15,000 gallons an hour. Experienced pump operators are available to accompany the train at any time during the day or night.

The pumps also enable the rail tankers to be refilled from a river, stream or dam close to a railway line instead of having to return to a railway location with watering facilities.



Burnt telephone line



Crew hose burning sleepers.

FUTURE TRAFFIC PROBLEMS OF INNER MELBOURNE

IN this, the concluding section of a paper that was presented to the Highways and Traffic Engineering Branch of the Institution of Engineers, Australia, Mr. G. F. Brown, Deputy Chairman of Commissioners, discusses the function of the proposed Underground Railway, and the suburban works that would be needed to cope with the transport requirements of Melbourne's expanding population. The first part of the paper appeared in the preceding issue of *News Letter*.

The proposed city underground railway will not, in itself, increase the total capacity of the suburban system. Other expedients—mainly associated with signalling, platform routing and location of stabling sidings—could enable the same number of trains to be handled at existing city stations as will be operating after the underground comes into operation—when, in any case, every train, whether an underground train or not, will still be entering Flinders Street or Princes Bridge.

What the underground is designed to do is to capitalize on the inherent capacity of the suburban system to handle more traffic, **by bringing the whole of the central city area within easy walking distance of an underground station,** from any one of which trains will be available direct to practically any destination in the suburbs. This, incidentally, is an arrangement which is by no means universal in underground railway systems elsewhere.

The reason for constructing an underground is, therefore, not to overcome any railway operating problem—we can adjust ourselves to overcome all existing problems either with or without an underground —but to attract more people to use the suburban railway system by giving convenient access to all parts of the city. The benefit will be received by the whole city—more balanced development of the central business district, reduced congestion in city streets (and on the footpaths) and an easing of the traffic problem on the roads leading to and from the city. These are the benefits that should be borne in mind when the question of meeting the cost of the underground is being debated.

Undergrounding trams

The necessity to underground the trams in the city area, if it eventuates, will be to meet an entirely different set of circumstances. The trams already bring their passengers into the heart of the city, but are severely circumscribed in their operations by the road congestion brought about by their competitors. Of the two it is only practicable to underground the trams, but as the economies by way of improved track capacity and turn-round of rolling stock would be far too small to justify the cost, this would have to be a charge against general road funds.

Undergrounding the trams would certainly be a far more logical avenue for the expenditure of funds extracted from motorists—by parking meters, for instance—than the construction of off-street parking facilities, which only induce more motor cars to compete for space on already crowded streets.

Spend on public transport

As a further subject for argument, I can see less logical objection to spending portion of the Metropolitan Improvement Rate on public transport facilities—even if many of the ratepayers never use public transport—than I can to the present principle of devoting the whole of the "transport" component of this rate for the benefit of the minority of the population who desire to drive their cars to and from the city daily.

It must not be overlooked that 74% of the people coming into central Melbourne daily, and going home again, still travel by public transport.

One point which should be stressed about the role of public and private transport systems is that, while mass public transport is the only answer to the problem of peak period movements to and from the central business district, private transport is more satisfactory, on the whole, for the great variety of cross-suburban movements which develop in any large city. There is very little place in this class of traffic for fixed rail transport, with its high overhead costs, and on many routes even bus services have difficulty in finding enough traffic to justify operation outside recognized business and shopping hours.

The logical conclusion is that, for the road system itself, priority should be given to cross-suburban and ring routes, rather than to radial routes which merely ineffectually duplicate a task which is the proper function of public transport.

Suburban works

The Railway Department has already submitted to the Metropolitan Transportation Committee a comprehensive list of proposed works which will fit the suburban railway system to meet the transport require-

ments of up to double Melbourne's existing population.

Heading this list is the city underground railway, without which the suburban railway system is unlikely to attract sufficient city workers to exploit its full potential for minimizing total transport costs.

To supplement the underground railway, additional capacity is necessary on a number of lines to ensure a smooth flow of traffic at peak periods and to enable long and short distance trains to be segregated, with express running for the former, over the inner sections of line.

On a number of outer suburban lines duplication of single track sections, accompanied by improved signalling, will have to be progressively carried out in order to meet the needs of growing populations; in some instances improved signalling alone will meet all foreseeable requirements. Construction of new stations in outer areas where existing stations are two miles or more apart will also be undertaken as housing fills the gaps.

Taking these various categories in order, our particular proposals are—

- **Provision of two additional tracks**

  Jolimont Junction-Burnley
  South Kensington–Footscray
  Caulfield–Dandenong

- **Provision of one additional track signalled for two-way operation**

  Burnley–Box Hill
  Caulfield–Cheltenham
  Newmarket–Glenroy
  Footscray–Newport

- **Duplication of single-track sections (with automatic power signalling where not already installed)**

  Eastmalvern–Glen Waverley
  MacLeod–Eltham
  Altona Junct.–Kororoit Creek
  Newport Sth. Jct.–Werribee
  Ringwood–Bayswater
  Ringwood–Croydon

- **Installation of automatic signalling on existing two track sections**

  Essendon–Broadmeadows
  Glenhuntly–Mordialloc
  Oakleigh–Dandenong
  Macaulay–Coburg
  Westgarth–Alphington
  Bayswater–Ferntree Gully
  Croydon–Mooroolbark
  Northcote Loop Junction-Reservoir

- **Installation of automatic power signalling (in some cases with improved crossing facilities) as an alternative to duplication of single track sections**

  Ferntree Gully–Belgrave
  Kororoit Creek–Altona
  Mooroolbark–Lilydale
  Eltham–Hurstbridge

- **New stations on existing electrified lines**

  Locations under consideration for new stations are between—

  Fawkner–Upfield
  Carrum–Seaford
  Seaford–Frankston
  Springvale–Noble Park
  Ringwood East–Croydon
  Croydon–Mooroolbark
  Watsonia–Greensborough
  Albion–St. Albans
  Newport–Paisley
  Noble Park–Dandenong

Provision is also made in our forward planning for the progressive extension of electrification (including construction of any necessary new stations) as suburban development extends outward in the following areas—

Broadmeadows–Somerton
Altona Junction–Werribee
Sunshine–Melton ;
Lalor–Whittlesea (line at present closed).

A proposal to extend the Altona line one mile to a new station near Maidstone Street has been recommended by the Parliamentary Public Works Committee.

Airport line

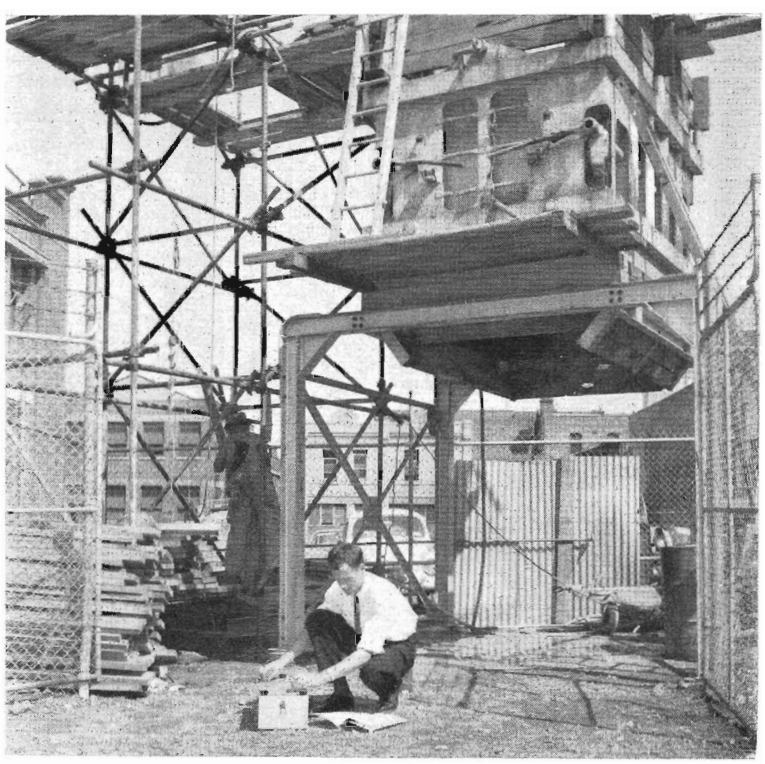
The only new branch line at present being considered is one from near Glenroy to the Tullamarine Airport. Preliminary studies have shown that, using existing rolling stock and without raising existing maximum speeds, a 20-minute running time could be maintained with express trains between the airport and Spencer Street (trains would originate and terminate at Flinders Street). A survey is now in course to estimate the traffic potential of such a line.

Costs

The very rough estimated cost of the foregoing works is £30 million for the underground and £20 million for the other proposals listed.

Financing the underground must be regarded as a separate problem, as it is quite beyond the resources of the Railway Department with existing Loan allotments.

The cost of the remaining works will have to be met from railway funds, and, with the present size of our annual allotments it represents approximately a 20-year programme.



At a test shaft that has been sunk at Commonwealth Centre, Railway Construction Branch Engineer R. Shenfield is operating a vibrograph to ascertain what will be the effect of blasting and vibration on buildings to be built over the proposed Underground tunnels.

BOOK REVIEWS

SPEED LIMIT 20 by Edward A. Downs (The Australian Railway Historical Society, Victorian Division) Price 40/-; *RAILWAYS OF AUSTRALIA by C. C. Singleton and David Burke (Angus and Robertson)* Price 42/-;

DESPITE the advent of such winged wonders as the supersonic jets, interest in railways and the numbers of rail enthusiasts continue to grow. To the modern child, the family car is no novelty. It has been part of his life since birth, and custom has well and truly staled whatever variety it had.

But, a trip by train ! With a station to roam over, carriages and locos to explore, signals to watch, perhaps a meal aboard—that's something. And, that, perhaps, is how rail fans begin.

Of two recent additions to local books about trains, *Speed Limit 20* is concerned with narrow gauge railways—that form of rail transport that seems to arouse specially deep affection. Perhaps with their narrow 2 ft. 6 in. tracks and quaint rolling stock they seem to be only model trains that have grown a bit—a good bit—larger. Or, could it be as Charles Craig says in the book's introduction " These picturesque railways existed for over half a century, their fascination largely ignored until the complexities of rocket propulsion and electronic gadgetry threw their simple but pleasurable mechanics into sharp relief ".

Speed Limit 20 is the first book to be published by the Victorian Division of the A.R.H.S., which has previously produced two l.p. recordings of loco sounds and two film strips. And it should be very successful. The book is a *must* for every rail fan, but it also has an appeal to a far wider public—to all who are interested in the history of Victoria, especially that of the more scenic parts of it; for these lines pushed into some very attractive mountain country. Although their total mileage was only 121, they included such scenic gems as the Moe-Walhalla and Gembrook lines. A section of the latter, is, of course, now operated by the Puffing Billy Society.

With 130 pages and more than 60 illustrations, the book includes chapters on the rolling stock, the locomotives, and some narrow-gauge railways that were proposed but not built. And there's a comprehensive account of the quaint 3¼ mile line between Welshpool and Port Welshpool, with its 2-ton capacity trolleys that were hauled by a horse.

Railways of Australia, as its name indicates, is a survey of all the Australian systems, including private lines as well as the Government ones. Its 160 pages are lavishly illustrated, and there are several colour plates, a 10-page list of locomotive classes in order of appearance, and a fold-in map.

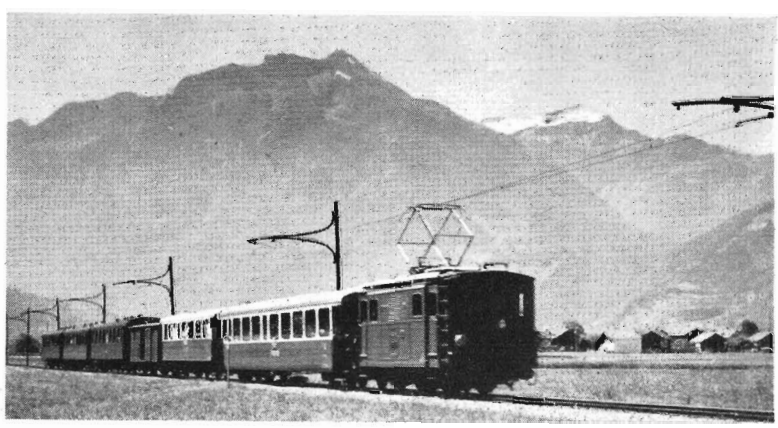
The book has something for everyone. There's a chapter on the first railway in each State; for the steam lover there are full-page pictures of his favourite locomotives and an entire chapter on *Those Great Days of Steam;* the spectacular developments of recent years are covered; and the reader is taken behind the scenes to show how a railway works.

The chapter on private railways is full of interest. It includes an account of the famous cog-and-rack section of the Mt. Lyell Mining and Railway Company's line; and tells of one of the most fantastic incidents in Australian railway history when, in 1915, during the first World War, two men ambushed an excursion train of the Silverton Tramway. Four people were killed and seven wounded in the attack. The men were believed to have been Turks imbued with patriotic zeal.

EUROPE'S HIGHEST RAILWAY

ANY railwayman going overseas would be well advised to make a trip on Europe's highest railway, maintains Mr. G. E. Lynch, Foreman at Melbourne Goods. Mr. Lynch, who made the trip on a recent visit abroad, says this one-day excursion is packed with interest and the scenery unequalled in Europe.

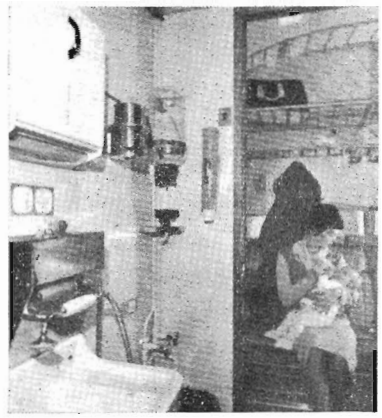
The trip begins at the Swiss town of Interlaken which, as its name indicates, is situated between two lakes; it is also at the foot of mountains which are themselves dwarfed by the great snow-capped peaks around them. After climbing to a height of 2,612 ft. a change is made to another train at Lauterbrunnen. This train climbs a gradient of 1 in 6 over viaducts and through tunnels. Still climbing, the train continues to 6,762 ft. where a further change is made to the Jungfrau railway. After passing through several remarkable stations and a 4½-mile tunnel with grades of up to 1 in 4 (its construction took 14 years) Europe's highest station—Jungfraujoch at 11,333 ft.—is reached. It is also the only station in the world that is on the perpetual snow line. Accommodation and attractions for tourists at the station are excellent. The return journey to Interlaken is made over a different route, for part of the way, and concludes a trip that, as Mr. Lynch justly observes, could be the highlight of a visit to Europe.



Train on the first section of trip between Interlaken and Lauterbrunnen. *(Photograph: G. Lynch)*

Compartments for children

BEFORE the end of this year it is expected that 30 carriages equipped with special compartments for children will be in use on the Swedish State Railways, says *The Railway Gazette*. Each of these carriages is divided into five compartments as usual, but two have been specially designed for mothers with small children and include a nursing room. The facing wall is fitted with a play table and two chairs. Two folding shelves with plastic-covered mattresses and safety devices are fitted above the table. The children can rest or sleep on the shelves which can also be used for carrycots. (*The Overland* is equipped with basinettes for babies).



Compartment for children on Swedish State Railways showing (*left*) folding shelves and (*right*) the nursing room.

" Duorail " wins

HOW do such systems as monorail and rubber-tyred trains compare with orthodox railways ? If anyone thinks they are inherently superior, the following report from *Trains* throws a different light on the matter.

" Duorail " is what transit engineers call conventional, bottom-supported, twin-rail, flanged-wheel railroading to differentiate it from monorail or the rubber-tyred trains of the Paris Metro. subway system.

Monorail in particular has entranced the press despite the fact that it logically costs more to hang anything in the air than to lay it on the ground or that monorail switches must needs be nightmarish. In spite of all, the monorail has tugged at the imagination.

So it was in San Francisco when the time came for the Bay Area Rapid Transit District to pick a mode of mass transportation for its 75-mile rapid-transit network. The consulting engineers examined helicopters, hydrofoils, ferries, ground-effects vehicles, moving belts, buses, trains and monorails.

Eventually the list was narrowed to four systems : the two types of monorail; rubber-tyred trains; and orthodox duorail. At that stage, each of these systems was put to an 11-point test of " minimum operating standards " established for the Bay Area.

The winner must : be dependable and safe; provide efficient, convenient transfer of passengers; hit 80 m.p.h. and average 50, stops included; be smooth riding and possess air and temperature controls; carry 30,000 seated riders per hour in each direction on single track ; be aesthetically pleasing; be quiet; possess " extreme flexibility " in design, routing, and vehicle combinations; be adaptable for overhead, surface, and underground operation; lend itself to electronically controlled operation and fare collection; and be economical to build and operate.

A tall order and—as you would think—duorail won, hands down.

The consultants, Parsons Brinckerhoff-Tudor-Bechtel, concluded that all the non-duorail systems would be costlier to build and operate and that none had proven 80 m.p.h. capability.

" Poor " was the grade earned by both types of monorail in their adaptability to aerial, surface, and subway constuction; flexibility; and ease of switching. And neither could furnish sufficient proof of safety. Only in the noise-level category did the other systems match duorail. The Bay Area Rapid Transit District itself is examining welded rails, insulated body shells, deep side skirts, trackside sound barriers, resilient track mountings, and so forth, to hold down noise.

Of course, in safety and speed, duorail has long since proved itself beyond all question, and its adaptability to aerial-ground-subway running (BARTD will take to the sky for 31 miles, go over the ground for 24 miles, and burrow underground 20 miles) is good.

Moreover, the engineers deemed duorail's flexibility in routing, train make-up, and design as well as its switching efficiency " excellent ". Again, construction and operating costs were adjudged " most economical ".

San Francisco was interested in duorail purely for its rapid transit possibilities, yet without taking its report out of context we can find in it a fresh vindication of railroading.

For whether one is concerned with moving a commuter 5 miles or 20,000 tons of coal 500 miles or a crop of oranges 3000 miles, the mode of transport should ideally possess many of the same characteristics, including flexibility, capacity, speed, and economy. And just as duorail left monorail figuratively and literally up in the air in the San Francisco contest, so duorail outpaces its air, road, and water rivals as a mass transportation producer.

Noiseless fuel cell

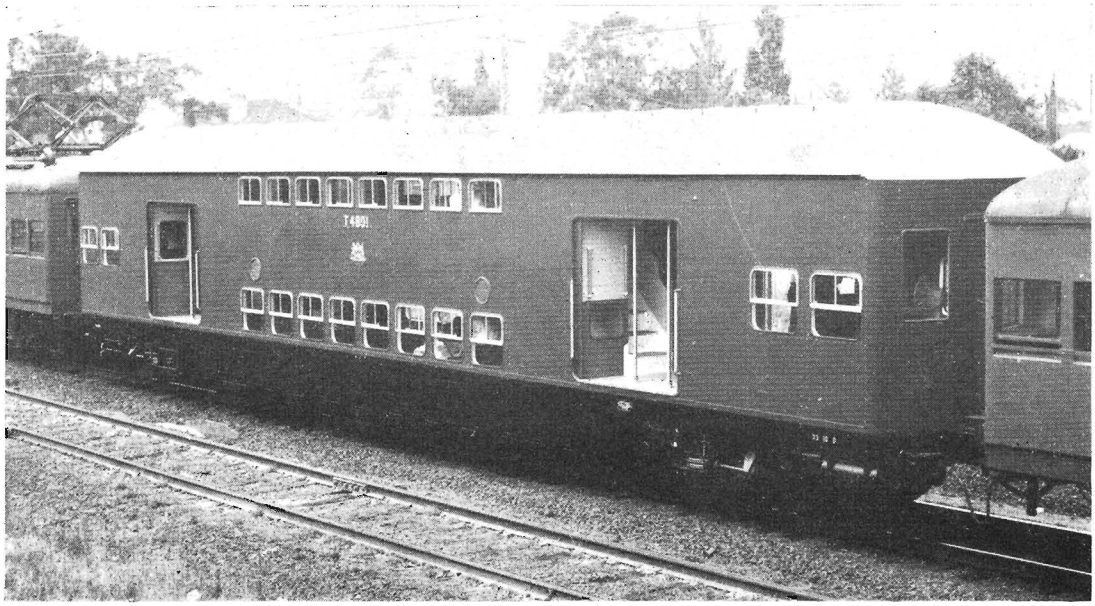
THE possibility of motor vehicles and railway engines eventually being driven by natural gas or kerosene without fumes or noise is being discussed in Britain following the development there of a 1,000-watt fuel cell that generates electricity direct from those two products.

All the principal scientific problems related to the cell are said to have been solved and attention is now being devoted to engineering and costs. The company building the cell hopes that it will be operating this year.

It is claimed that because the fuel is used directly, the cell will be twice or three times as efficient as a conventional petrol-driven generating set.

—(*Petroleum Gazette*)

Stamp issued by New Zealand to commemorate the centenary of its railways.



DOUBLE-DECKER : Australia's first double-deck carriage was recently delivered to the New South Wales Government Railways. One hundred and twenty are on order. Each can seat 132 passengers, 62 more than existing steel trailer carriages. The lower deck seats 80 and the upper, 52. Carriages are being fitted with pneumatic ("air-ride") springing to minimize vibration and reduce any lateral sway of the upper deck.

Entrance vestibule of the double-decker carriage. Five steps lead to the upper saloon and four to the lower one. Windows are fitted with sun-repellent, shatter-free glass. *(Photographs : New South Wales Govt. Railways)*

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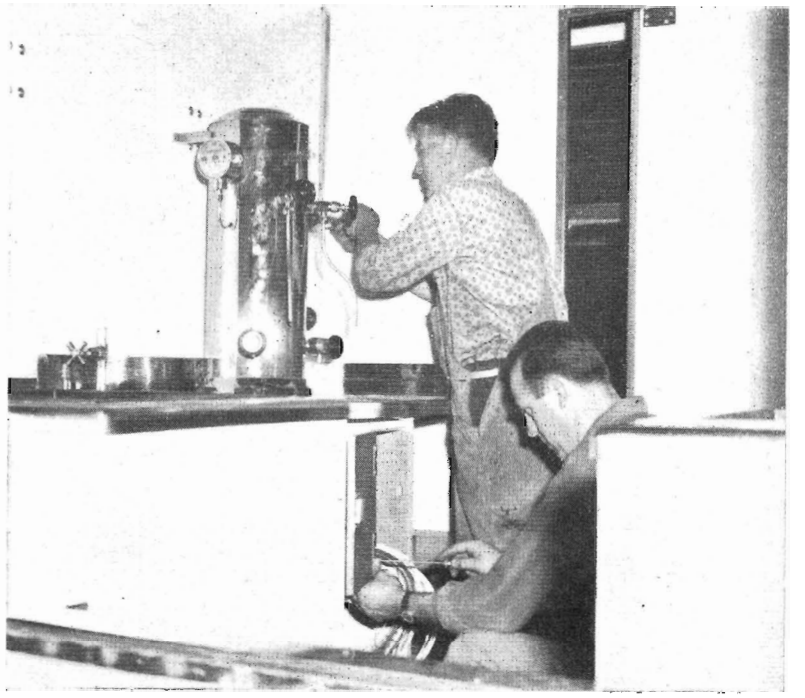

REFRESHMENTS : Additional refreshment services are now provided on *Spirit of Progress*. The existing all-night buffet car is supplemented by a refreshment compartment from which tea, coffee, sandwiches, etc. are available. Picture shows alterations being made at Newport Workshops to one of two second class, corridor type carriages that were converted for this service.

LWAY
UND-UP

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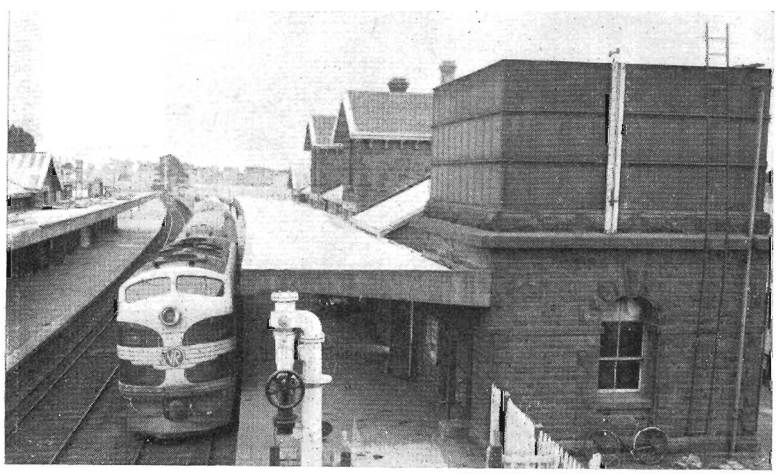
IN THE MIDDLE OF THINGS

A glance at the map will show that Kyneton is just about in the middle of the State. It is also in the middle of a rich agricultural region and a progressive industrial area. And not far away are such interesting tourist attractions as Mt. Macedon, Hanging Rock, the Trentham, Mitchell and Turpin's Falls, the Upper Coliban and Lauriston Reservoirs, and mineral springs. So you can say that Kyneton is well in the middle of things.

And just over a hundred years ago it was in the middle of one of the biggest rows that ever blew up during that rather stormy period when Victoria's railways were under construction.

Known as the *Kyneton Deviation* controversy, it occurred during the building of the Bendigo line and extended over four years. Starting in 1857, local residents complained that the approved route from Woodend to Malmsbury by-passed Kyneton township. They sought to have the line brought near the south boundary of the town, but Parliament refused the request. Next year, another group petitioned for a deviation to bring the line close to the north side of the town. This was followed by agitation for an intermediate route to approach on the south.

Through 1859 and 1860, deputations, debates and counter proposals rolled on, until, as a contemporary newspaper commented, " the public were heartily sick of Kyneton and its deviations ". Eventually Parliament sanctioned a modified south deviation, which stifled further controversy, though not satisfying everybody. Traffic began on the Woodend-Kyneton section on April 25, 1862.



Arrival at Kyneton of the noon passenger train from Bendigo.

No. 10 gang (Ganger F. Law) are replacing a sleeper on down side of station.

Bushrangers

Not long before the start of the *Kyneton Deviation* row, the town was buzzing with the news of a big robbery by local bushrangers. The road from Melbourne to the goldfields at Mount Alexander and Bendigo was, in those days, infested with bushrangers.

In July 1853, a private escort of six troopers set out with £8,000 worth of gold from the McIvor diggings (Heathcote) for Kyneton where they were to meet a Government escort with gold from Bendigo.

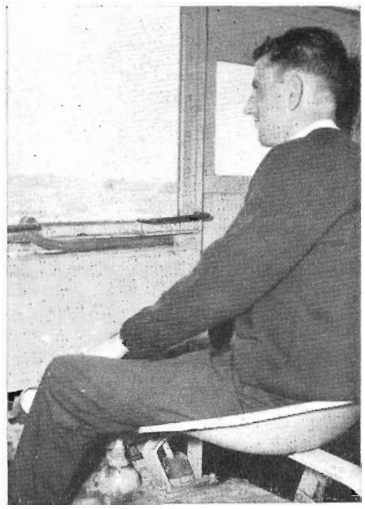
En route, they were attacked by bushrangers who, in a gun battle, wounded three of the troopers and the driver, and escaped with the gold. The Police Superintendent in charge of the escort pursued the bushrangers, and after emptying his revolver at them, rode to the nearest station for help. Marshal Mat Dillon could hardly have done more.

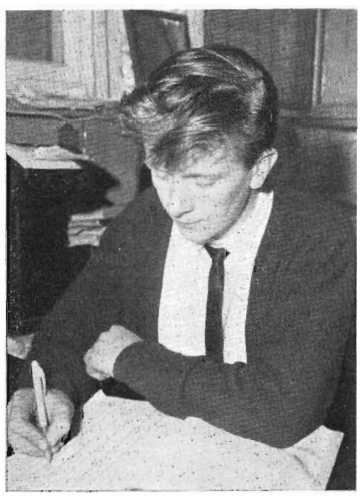
Later, some of the gang were arrested—two on board a ship that

(*Continued on page* 44)

SEEN AT KYNETON

(*Right*) Stationmaster N. W. Ramage checks ticket stock. Mr. Ramage started in the Department at Clifton Hill in 1936 and has been at Kyneton for the last five years. Like many of his staff, he is a keen angler and week ends may find him fishing either in the Campaspe river or in one of the district's three reservoirs. He is also fond of bowls.





(*Above*) Assistant Stationmaster G. R. Marsh drives rail tractor to place a wagon.

(*Left*) In the Goods Shed, Clerical Assistant B. Hooley totals deposit account book.

(*Below*) Signalman M. J. O'Brien, shown testing instruments and bells, joined the Department in 1953 and has been at Kyneton for two years.

(*Above*) Lineman J. Burton and Lineman's Assistant A. Dobbyn, from the Bendigo Signals and Telegraph section, are testing lines on a terminal pole.

(*Right*) Repairers J. Boswell (*left*) and J. Stomann of No. 10 Gang, leave on trolley to pick up sleepers.

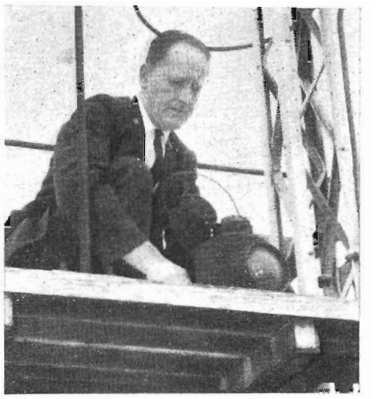
was about to sail for England. Three were hanged, one committed suicide, and only a part of the gold was re-recovered.

The station

Extending up the centre of the State like a spinal column, the Bendigo line was for many years known as the "main line", long after it was overshadowed in importance by the north-eastern and north-western lines leading to Sydney and Adelaide respectively. A number of its station buildings are, like those at Kyneton, of the familiar bluestone—that dull, heavy stone so expressive of some aspects of the Victorian era.

Last year's figures for the station show an inwards goods tonnage of 9,543, an outwards tonnage of 2,907 and 14,922 passenger journeys. In addition to the stationmaster, the staff consists of two assistant stationmasters, two station assistants, three signalmen, a clerical assistant and shedman.

Local industries help to swell the goods tonnage. McPherson's Ltd. foundry takes inwards loading of pig iron and scrap metal and sends outwards "Ajax" pumps etc., John Brown Industries Ltd. (hosiery manufacturers), Willis Bros., flourmillers and Kyneton Provender Co. Pty. Ltd. are others that contribute to rail revenue. Last year's wool traffic amounted to 5,571 bales for a revenue of £2,765; this compares with 3,493 bales (£1,611) for 1958–59.



Assistant Stationmaster W. Philpot changes fonts of signal lamps. Starting at Kyneton in 1948, he has done relieving work at other stations on the line.

At up end of station, No. 9 gang (Ganger C. A. Vallence) lift crossing for replacing timber.

APPRECIATION BY GRAIN ELEVATORS BOARD

FOR many years past, on the conclusion of each receival season, this Board has had pleasure in conveying to the Commissioners the Board's appreciation of your Department's co-operation and effective service during the intake of the season's wheat deliveries.

During the current harvest your Department has, however, substantially improved all previous wheat transport performances. The placing of 1,358 trucks for loading on one day and 6,389 trucks for loading in one week established new records for such truck placings. The 1963/64 deliveries will exceed the previous record by at least 11,000,000 bushels. The early-harvested wheat had to be rushed right through to Geelong for shipment and your Department was thereby deprived of the advantages of the short haul to Dunolly in the early part of the season. Notwithstanding those additional seasonal requirements your Department met the overall requirement of 38,226 rail trucks to ensure that space would be available in all elevators to take in the remainder of the wheat that had still to be delivered, the outstanding aspect being that such record movement was, this season, effected by your Department in 4 weeks' less time than the period taken to give the required service in the previous record-yielding season.

This Board congratulates your Commissioners on the continued improvement achieved in the efficiency of the Department's service and would be obliged if you would ensure that the Board's appreciation and thanks are conveyed to the Officers and Staff of your Department concerned for such valued co-operation and efficient service.

H. Glowrey, Chairman & General Manager, Grain Elevators Board, writing to Chairman of Commissioners.

AMONG OURSELVES . .

140,000 haircuts

Mr. Morgan cuts the hair of one of his last customers.

DURING the 19 years he has been a hairdresser in the Department's saloon at Spencer Street, Mr. T. F. Morgan has cut the hair of many retired railwaymen who, he says, are very faithful customers of the saloon. This month, he himself, joins the ranks of the retired.

During his time there, he has done about 140,000 haircuts and innumerable shaves. Mr. Morgan was born in Euroa and recalls a trip he made to the Kelly gang hideout in a remote part of the King Valley ranges. It was in a small depression with a creek flowing through, and surrounded by densely timbered bush, very inaccessible and well hidden.

Mr. Morgan started in a hairdressing saloon at Euroa and has also worked in saloons at Horsham and Romsey. In the never ending flow of customers that passed through the Spencer Street saloon he would occasionally meet some from those towns. Before joining the Department, he saw service in both world wars—in the first war, with the 7th Battalion First A.I.F., and in the second, with 116 Aust. Brigade A.E.M.E.

Both are 97

FOLLOWING a *News Letter* paragraph (November 1963) about 95-year-old retired railwayman Mr. L. Fraser, news has been received of two others, both aged 97 years.

In a letter—written in a good clear hand—one of them, Mr. R. Balmer, says :

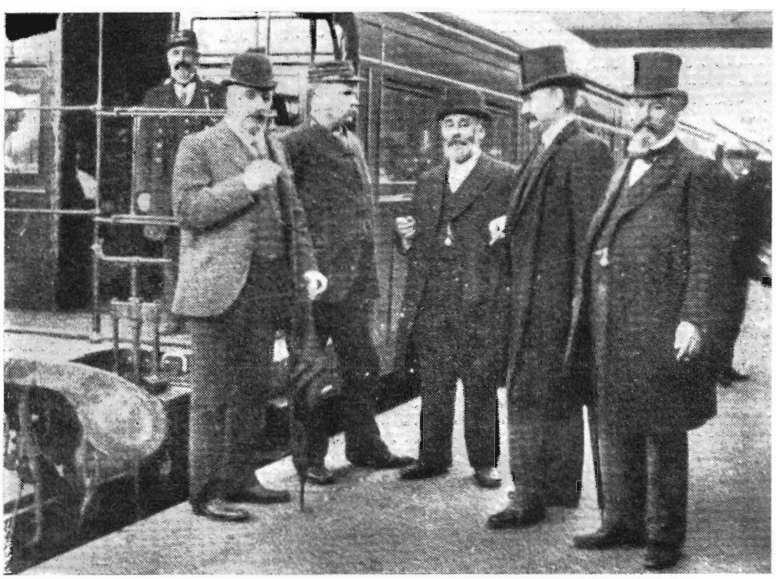
" I was pleased to read that Mr. Larry Fraser has had his 95th birthday, that he is quite active and in good health. I hope that his good health will enable him to keep going for a long time to come. His railway service was like my own in some respects. I started at Princes Bridge Loco Depot on March 8, 1886; had about 33 years steam loco service and about 13 years at Electric Running Depot, Jolimont, retiring from there on 9.11.31. I had my 97th birthday on 9.11.63 ".

Mr. Balmer

Mr. Balmer suggests that *News Letter* should publish a list of retired railwaymen 95 and over. (Needless to say, we would be glad to do so if we receive their names—Ed.)

Mr. F. Lee Bloomfield writes to say that his uncle, Mr. William Charles Lyon, who was an upholsterer in the Way and Works Branch at Head Office, celebrated his 97th birthday on December 6, last. He is in good health, still enjoys a day at the races and, Mr. Bloomfield adds, hopes to see 100 years and receive the Queen's congratulations.

Top brass in top hats



When this picture was taken—probably about 60 years ago—the Tsar was ruling in Moscow, an emperor was in Vienna, and kings were everywhere. But the big news at Bendigo station, that day, was the Commissioners' inspection, and some unknown cameraman was on hand to record the scene. Let us hope that the Top Hats were satisfied with all they saw. This interesting old picture was sent to *News Letter* by Mr. D. Milliken, who at the time of his retirement, in 1959, was Stationmaster at Yarraville.

(*From left*) Guard " Harry " Carey ; Chief Engineer of Way and Works C. E. Norman ; Stationmaster J. (" Sonny ") Yates ; General Superintendent of Transportation S. Jones ; Chairman of Commissioners T. Tait ; Commissioner W. F. J. Fitzpatrick.

Rupanyup locomotive

MR. S. E. Elliott of Hampton says that great interest was aroused among the group of retired railwaymen in his neighbourhood by the picture of Rupanyup yard in the January issue of *News Letter*. They want to know when the photograph was taken and some details about the locomotive.

The exact date is unknown but the year is believed to be about 1901. The locomotive was N 252; the last of its class was scrapped in June 1906. This engine was a passenger, 2–4–0 well tank type. Nos. 242 to 260 (even numbers) were built by Robert Stephenson & Co., Newcastle, England, during 1858–70. Taken over from the Melbourne & Hobson's Bay United Railway Company in 1878, they were later known as N class. Four of them were rebuilt as motor engines during 1893–95.

BOOK NOTES FROM V.R.I. LIBRARIAN

THERE are certain English writers who belong to no movements, write in a style peculiarly their own, and who require in the literary text-books chapters all to themselves. One such is *Thomas Love Peacock* (1785–1866). The Library has recently acquired the two-volume edition of his *Complete Novels*. There are seven novels, six of them only about 100 pages each in length.

The Misfortunes of Elphin is based on Welsh legend, and includes among its characters one of the great comic figures of English literature —the glorious drunkard, Prince Seithenyn. *Maid Marian* is a delightfully different Robin Hood story. *Melincourt* is the crazy satirical tale of an orang-outang who is elected to Parliament. The other four novels, *Nightmare Abbey*, *Gryll Grange*, *Crotchet Castle* and *Headlong Hall* all have basically the same plot—if it can be called that. An eccentric gentleman, fond of good food, liquor and talk, invites to his home a group of people, all good company but each one representing some extreme view on politics, art, food, literature, or life in general. The result is brilliant conversation, hilarious farce, and penetrating satire—all in an atmosphere of old-world gentility.

Not every reader enjoys Peacock, but the one who does, discovers a delight to last a lifetime.

I wonder if T. H. White, the English writer who died recently, was an admirer of Peacock ? The novel for which his name will long be remembered—*The Once And Future King*—at times resembles closely the kind of humour and satire you find in Peacock's works, but with its passionate warmth and lively style has a much wider appeal to modern readers. On this book is based the musical, *Camelot*. Highly recommended.

Satire takes many forms. In the above-mentioned works the satire is gentle and amusing. Today there is a flood of magazines devoted to a form of satire which is far from gentle and which often hurts too much to be amusing; nonetheless it is good for us, and worth being acquainted with. The Library offers for your enlightenment *Private Eye On London* and *Private Eye's Romantic England*. In the same class of literature is the full script of the revue, tremendously successful in Britain and the United States, *Beyond The Fringe*.

Royal Park

I wish to thank you most sincerely for the very great assistance rendered to us by you and your staff since the commencement of our operations in August last year. Your ready help and co-operation in many ways have enabled us to give excellent service to our customers . . . —*E. J. Scates, for State Sales Manager, (Commomwealth Serum Laboratories) writing to S.M. Royal Park*

Southern Aurora

. . . . ON Monday evening my daughter travelled from Melbourne to Sydney on *Southern Aurora*. My wife and I went to the station to see her off and were able to dine with her in your admirable dining car. I would just like to tell you that the meal was excellent and impeccably served by a waiter who clearly took delight in seeing that we enjoyed ourselves. The official in charge of the car was courtesy itself as was the sleeping-car attendant . . . .
—*John Casson, 2 Mathoura Rd., Toorak*

The Overland

I would like to say how much my daughter, Mrs. Hall of Alexandra, and I enjoyed our trip to Western Australia in the splendid *Overland*, *Transcontinental* and *Westlander* trains. We travelled first class, and the conductors, waitresses and waiters could not have attended to our comforts better . . . . please convey to them our sincere thanks . . . .We hope to go again some day.
—*Mrs. A. E. M. Saxon, Euroa*

RECENT RETIREMENTS . . .

WAY AND WORKS BRANCH

Johnson, J. W. C., Laurens Street
Rogers, C. J., Korumburra
Longstaff, F. J., C/o S.& T. Mechanical Construction Supervisor
Bergin, D, J., Wangaratta
Hitchcock, A. C., Special Works
Proctor, H. J., Caulfield
Cooper, D. T., Ouyen
Smead, H. J., Flinders Street
Miller, H. H., North Melbourne
Nilsson, S. C., C/o Foreman Plumber
Becroft, E. S. M., Estate Office
McDonald, P., Flinders Street
Fraser, M. J., (Mrs.), Laurens Street
Golds, G. H., Special Works
Miller, H. A., Spotswood Workshops
Bowkett, M. (Mrs.), Flinders Street
Stephens, G. L. B., Toolamba

TRAFFIC BRANCH

Haig, G. E., C/o Supervisor Ticket Checking Div.
Grigg, L. M., Maryborough
Hickleton, L. J., Geelong
Penhallurick, R., Spencer Street
Glenister, G. R., Coburg
Scott, H. M. (Mrs.), Flinders Street
Watts, T. B., Horsham
Anderson, J. H., McD., Eltham
Fitzpatrick, R. C., Flinders Street

ROLLING STOCK BRANCH

Skuja, E., Jolimont
Nichol, D. McG., Newport
Jones, C., Seymour
Arnall, H., Newport
Beynon, J. T., Newport
Dodge, F. W., Newport
Doig, C. B., Jolimont
Morris, H. C., Jolimont
Hill, R. H., Newport
Hellyer, W. A., Ararat
Farrelly, V. M., N.M. Shops
Ferraro, G., N.M. Shops
Wagner, A. E., Benalla
Hughes, H. V., Shelter Shed
Ryan, R. E., Jolimont
Loney, R. V., Jolimont

ELECTRICAL ENGINEERING BRANCH

Coad, S., Overhead Depot, Batman Avenue
Williams, W. G. M., Light and Power Division, Batman Avenue

ACCOUNTANCY BRANCH

Callesen, J. M. (Mrs.), Head Office

. . . AND DEATHS

WAY AND WORKS BRANCH

Cameron, D. K. L., Murtoa
Fry, F. H., Dimboola
Oehm, C. A., Dimboola
Bell, S. W., Korumburra
Darvell, A. McK., Spencer Street

TRAFFIC BRANCH

Kennedy, J. C., Head Office

ROLLING STOCK BRANCH

Hart, W. J., Ballarat North

GOOD SERVICE

Guide dog

I recently made a rail journey from Adelaide to Melbourne and Sydney, accompanied by my wife, daughter, and guide dog. I would like to draw your attention to the splendid way in which we were helped while travelling in your State. Every possible consideration was given . . . . The concession of allowing guide dogs in sleeper cabins is truly a real assistance to the blind . .
Clive K. Thelning, (Guide Dog Owner), 133 Phillip Highway, Elizabeth South, S.A.

14-day ticket

I thank you and the railway staff for a most enjoyable and relaxing tour I had recently on a 14-day all lines rail ticket. Refreshments on the various stations were satisfying and I am hoping to go on another 14-day tour early in 1964.
—William Bell 3 Kars Street Frankston writing to Commissioners.

Mildura citrus fruit

On behalf of M & DCCA staff we express our appreciation of your efficient and friendly co-operation throughout the past year. Your willing advice, assistance and understanding of our problems associated with adjustments to loading, timetables and volume, especially with citrus export, has been much appreciated ; and, as a result transportation of citrus in increasing volume to both shipside and cool store has proceeded smoothly and on schedule.
—L. C. Jolley Manager Secretary Mildura & District Citrus Co-operative Association writing to Stationmaster, Mildura.

Warrnambool

. . . . I would like to place on record our appreciation of the courtesy and help given by A.S.M. Morris of Warrnambool to our two children (who arrived at station without their tickets) . . . he could not have been more anxious to allay the fears of two ticket-less little girls, had they been his own children . . . .
—(Mrs.) E. A. White, Allansford

Wheat

I have been instructed by the Curyo and District Bulk Storage Promotion Committee to convey to your Commissioners their appreciation of the splendid service rendered by your Department to the wheat producers of the defined silo areas of Watchupga, Curyo and Kinnabulla during the past harvest season.

Approximately 1400 rail trucks were outloaded from these silos during a six weeks period. Although the past season was one of record production an early clean-up has been effected, and is due, in no small measure, to the remarkable service of your Department.

The Committee is particularly mindful of the co-operation and efficiency of the Ballarat Train Control Office and the Bulk Wheat Clerk, Mr. Kevin Weightman.
—G. Gould, Secretary writing to Secretary for Railways

WIMMERA BOWLS

The victors : W. Edwards (Head Office), Staff Board Chairman C. Morris (Head Office), L. Chappell (Maryborough), Commissioner E. P. Rogan, skipper (Head Office), W. Sinclair, skipper (Maryborough), L. Grigg and F. Prime (Maryborough), and H. Tinkler (Head Office).

IF railwaymen had to chose a motto for a coat of arms, "keep them rolling" would surely be considered. Somehow it fits their occupation—running trains. Certainly it describes one of their most popular sports, bowls.

This was clearly illustrated on February 2 when nearly 112 V.R.I. members came from over 100 miles around Ararat for the V.R.I. Wimmera Bowls Fours Championship Cup contest.

They came from Ouyen, Maryborough, Dimboola, Melbourne, Bendigo, Murtoa and Donald. Among them were a comprehensive range of railway grades—guards, fitters, drivers, firemen, clerks, station-masters, shunters, engineers, repairers, superintendants, boilermakers, carpenters, signalmen, and a Commissioner and the Staff Board Chairman.

In all they fielded 28 teams. Five districts fielded more than one team—Donald, six; Dimboola, four; Maryborough, three; Ararat, 10 and Melbourne, two (Head Office and V.R.I. Council).

The V.R.I. Wimmera Fours Championship Cup is a perpetual trophy presented by the V.R.I. Council in 1957. Since then Ararat and Dimboola, each alternate year, have organized the contest through a committee representing all teams. In addition, the same contest includes individual trophies presented by the committee.

At Ararat this year, 14 rinks were needed to accommodate all teams. Six rinks were lent by the Ararat city club to supplement the V.R.I.'s eight.

Maryborough won the Cup with Skipper W. Sinclair, Goods Guard, and three Signalmen—L. Grigg, F. Prime, and L. Chappell. As runners-up for individual trophies they each received a three-tiered cake stand.

Head Office won the individual trophies with Skipper, Commissioner E. Rogan, Chairman of Staff Board C. Morris and W. Edwards and H. Tinkler, both Secretary's Branch. Their prizes were travelling alarm clocks.

After the contest, a delightful tea was served by the Ararat V.R.I. Bowling Club's ladies committee in the club rooms. During the presentation of prizes, the ladies and the Ararat Club were congratulated on their excellent efforts as hosts to the visiting teams.

A feature of the event enjoyed by all was the opportunity to make or renew friendships. And this, together, of course, with bowling, was the very essence of it all. J.P.C.

Sport by Oss. Keating

V.R.I. versus A.P.I.

ON Monday, February 17, at the South Melbourne Cricket Ground, the V.R.I. Cricket Association was host to the Australian Postal Institute for the annual cricket match between those two bodies. The V.R.I. again proved the stronger side and had A.P.I. in difficulties from the beginning of play. Winning the toss, A.P.I. elected to bat, but after 90 minutes of play had lost 6/44. A stubborn stand by de Moore, 23, and Thomas, 27, carried the score along to 8/100 and right on lunch A.P.I. were dismissed for 124, B. Piper being the top scorer with 29. Harris, with 5/54, was the best bowler for V.R.I., and Balcombe finished with 3/17.

V.R.I. began their innings immediately after lunch and A.P.I. broke through with the first ball, Carmody being out. However, Balcombe, 60, and Dyson, 32, pushed the score along and at stumps V.R.I. had lost 6/133, running out comfortable winners. For A.P.I. Myerscough bowled well to finish with 3/44 and de Moore took 3/46.

Among the interested spectators were Messrs. G. N. Smith, Director of Posts and Telegraph (Vic.), E. H. Brownbill, Chairman of Commissioners, G. F. Brown, Deputy Chairman, and many other senior members of both Departments.

Postal captain Ron Owen (*left*) and V.R.I. skipper Robin Dyson discuss their teams' prospects before the match.

Sportsman of the year ?

If there are any Oscars handed out for the Railways Sportsman of the Year, then I'll back my nomination to carry it off in a common canter. Perhaps he's not the best cricketer, footballer or runner working in the Department but if sheer guts, grit, courage and spirit count for anything, then I doubt if there is anyone who can top him. I refer, of course, to Brian Tudor, 24 years of age, Accountancy Branch clerk and former regular member of the Trafalgar Football Club, who, after playing his 76th game with that side was returning to Melbourne on the night of May 5 last, when his car overturned and Brian's journey ended in the paraplegic ward of the Austin Hospital. Most stories would have ended there—but not this one. Brian, with the help and encouragement of the surgeon in charge of that section of the hospital, decided that the life of a permanent invalid was not for him.

Brian Tudor

Month after painful month, Brian worked on his rehabilitation and finally won his discharge from hospital. The Trafalgar Football Club approached his V.R. mates and between them managed to raise the grand sum of £1130 (V.R. £714 and the club £416) and with the co-operation of Rhodes Motors, who provided a Holden with special fittings for that amount, Brian was able to get about on his release from the Austin. He resumed work in the Department on January 6, last.

During his rehabilitation, Brian began lifting weights and so fast did he improve that he was able to win the Victorian Championship (Paraplegic Section) with a lift of 203 lb. Further training has improved him and he has recorded a lift of 260 lb.—not bad when you consider that the Australian record for his class is 235 lb. Now his sights are on a place in the Australian team for the paraplegic games to be held in Tokyo in conjunction with the Olympic Games. Knowing his determination, I'll bet there'll be a seat on that 'plane with the name B. Tudor on the passenger list. Go to it Brian,—a gold medal would be a fitting reward for your efforts.

Tennis

THE final of the Tennis Association's Competition was played at the Royal Park Courts on February 27, when Newport Workshops beat Jolimont 6 rubbers to 1 and so became the holders of the Dunkling Shield. Congratulations to Newport on winning the Shield at their first try after an absence of many years from the tennis scene.

Flashback

Pat McMahon, popular Rolling Stock Clerk, who retired on February 27, was a well known figure in professional foot running circles during the 'twenties. He competed successfully at the Maribyrnong running ground and various country centres.

His victories include the Ararat, Elmore and Blackburn Gifts, also the Bendigo Handicap (now known as the *Bendigo Thousand*) of 130 yards. In addition, he won handicap races over the furlong at Echuca, St. Arnaud Birchip and Maryborough, while wins in the quarter-mile were recorded at Donald, Maryborough, and Stawell. Probably his most outstanding performance was in the Mildura Gift when, running virtually from scratch, he was beaten by the smallest of margins in the final.

Having run against such champions as Gerald Taylor, Charlie Milburn, Tim Banner, Frank Schultz, Tom Miles and Austin Robertson, it was surprising to find Pat nominating Dr. John Stoney as the best sprinter Australia has produced. Good health and a happy retirement, Pat.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 766—64

VICTORIAN RAILWAYS

NEWS LETTER

APRIL

VR

1964

New wagon for car bodies

A new type of wagon has been specially designed by the Department to cope with the increasing demand for the rail transport of motor car bodies.

The first three of 20 to be built at Newport Workshops went into service recently. The new wagon can be bogie exchanged.

It is expected that the first 10 wagons will be on the Melbourne—Adelaide and Melbourne—Sydney services by the end of this financial year.

The wagon—75 ft. 10 in. long—is designed to carry two tiers of motor bodies, or complete cars on the bottom deck and an upper tier of motor car bodies. Complete cars are driven on and off the bottom deck. Motor bodies are lifted on and off by crane.

To secure them firmly, motor car bodies are supported on cross bars. This ensures that they arrive in perfect condition. The other two-deck car carrying wagons in service are, of course, designed solely for the transport of complete cars.

N.Z. Catalogue

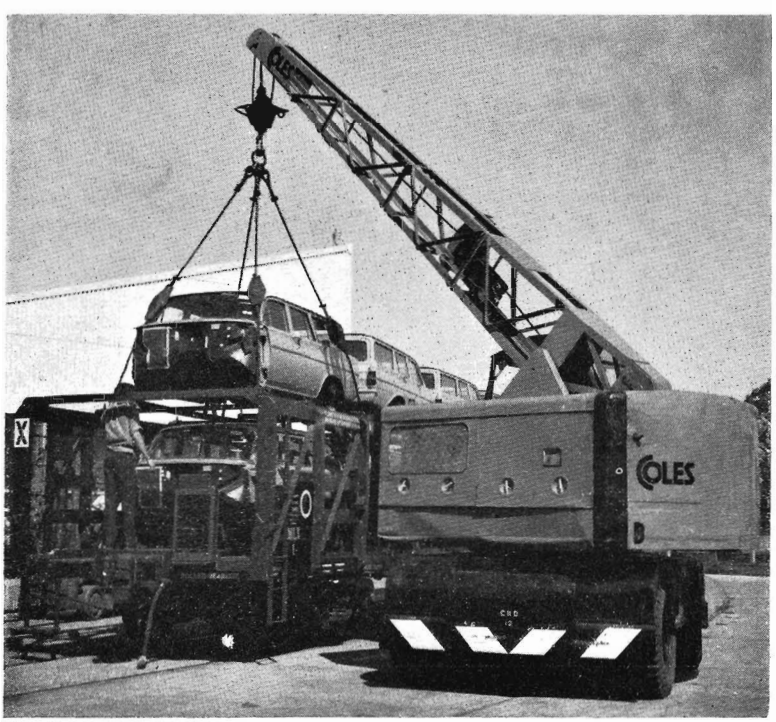
TO commemorate the centenary of the New Zealand Railways a display of locomotives, rolling stock and other equipment was held at Christchurch during last November.

The official catalogue is a 64-page booklet, printed on art paper, and containing 59 illustrations. It should be very popular with the rail enthusiast, both as a souvenir and an excellent pictorial coverage of old and new N.Z. railway equipment.

Copies are obtainable for 1/6d., post free, from The Publicity and Advertising Manager, New Zealand Railways, Private Bag, Wellington, N.Z. It should be noted that payment in stamps cannot be accepted.

First Stop Central

WRITTEN by David R. Keenan and Howard R. Clark, *First Stop Central* deals with the electrified system and cars of the New South Wales Government Railways. Its 138 pages are well illustrated and it also gives details of the inter-urban trains and electric locomotives used in the scenic lines to Lithgow and Gosford. A brief history and description of the various lines is included. The book is published by the Australian Electric Traction Association, Box 1017, G.P.O. Sydney; price £1.10.0.



At General Motors-Holden's siding, Dandenong, a station wagon body is loaded on to the first of the new type of wagon for motor car bodies (See story above).

H.M.A.S. *Voyager*

ON behalf of the Royal Australian Navy and Navy personnel and their families who attended the Memorial Services held on Friday, February 21, for those lost in the H.M.A.S. *Voyager* disaster, I would like you to convey to your Commissioners and to the Railway staff our sincere thanks for the wholehearted co-operation received from your Department in arranging a special train and special facilities to enable personnel from H.M.A.S. *Cerberus* to attend the services.

The whole operation of moving a large number of men from H.M.A.S. *Cerberus* to St. Paul's and St. Patrick's Cathedrals went off without a hitch and reflects great credit on the railways staff who arranged the special facilities at very short notice.

In particular I would like to especially thank Messrs. Gough, Lorenz, Foster and Bensow as well as the Stationmasters at Flinders Street, Crib Point, Richmond and Frankston railway stations. These officers co-operated in every way possible and every request made of them received their full support. Mr. Gough and his staff at Princes Bridge Station were extremely helpful.

Our thanks are also due to the staff of the Superintendent of Train Services for arranging the special train to arrive at a time which proved most convenient to us.

It was evident that the railways staff understood the feelings of the members of the Royal Australian Navy and particularly of those dependants who were bereaved when H.M.A.S. *Voyager* was lost, and did all they could to help.

—R. L. Shimmin, Commodore, writing to Secretary

FRONT COVER

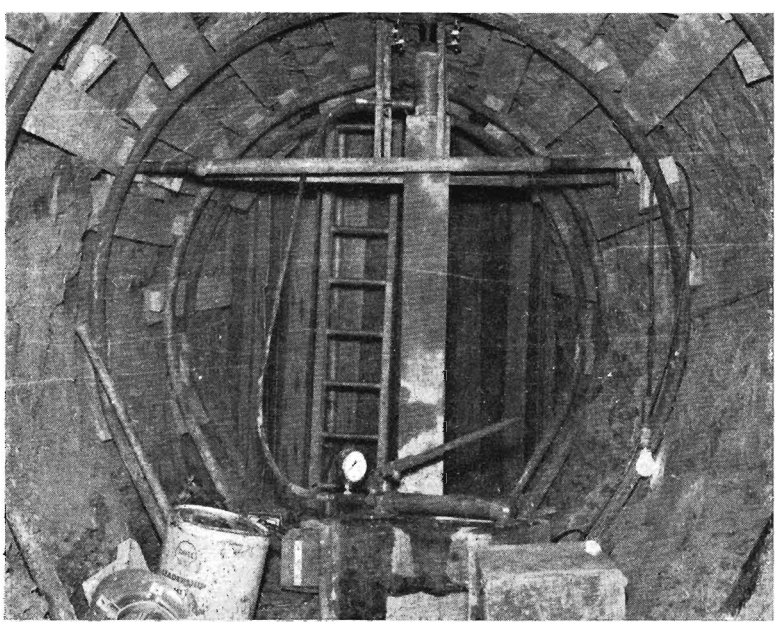
Shaft for Underground: Mines Department Geologist W. Bamford (*right*) and Railway Construction Branch Leading Hand J. Charlton inspect rock strata in shaft that has been sunk at Commonwealth Centre to obtain data for use in the design of the City of Melbourne Underground Railway (see story on opposite page).

For the last couple of years, the Railway Construction Branch has been busily boring holes and sinking shafts to find out

WHAT'S BELOW THE CITY

Mines Department rotary diamond drill boring in Parliament House Gardens.

Mr. R. S. Miller, Chief Engineer of the Railway Construction Branch which is the constructing authority for the City of Melbourne Underground Railway.



Tunnel at 40 ft. below surface with hydraulic ram placed in position against ceiling in preparation for *Plate Bearing Test.* This will determine whether deformation of rock strata is proportional to loads applied.

AS the constructing authority for the City of Melbourne Underground Railway, the Railway Construction Branch, is naturally very curious about what lies underneath Melbourne. After all, if you're going to bore about eight miles of tunnels under a city, it's obviously a good idea to find out something about the rock or other materials that you'll be boring through.

Information about such matters as the elasticity of the rock; how it deforms under pressure; the loads it will put on the tunnels; the water conditions, and so on, will considerably help engineers in the design of the tunnels.

The first part of the programme consisted of putting down a number of test bores in selected areas. Using a rotary drill rig from the Mines Department, 180 bores were put down to a depth of up to 120 ft. The drills were diamond tipped and either 3″ or 5″ in diameter. The process was tedious as the drill was disconnected from the rig every five feet so that a core of the material could be brought up.

The core samples were then sent to Melbourne University where they were tested, in a special machine, for physical properties such as shear strength, elasticity and bearing strength.

After examination of data from these boring tests, it was decided to sink shafts in selected areas to obtain further information and examine tunnelling conditions.

Three shafts were sunk

- in the old basalt area under the Flagstaff Gardens to a depth of 85 ft ;
- in siltstone and mudstone under the Exhibition Gardens to 76 ft ;
- on railway property in Wellington Parade to a depth of 40 ft. in clay and to 76 ft. in the underlying siltstone and mudstone.

A fourth shaft has just been sunk to 110 ft. at Commonwealth Centre, where, in addition to tests similar to those made in the other shafts, other tests are being made to ascertain the effect of blasting and vibration on buildings that will be built over or near the site for the underground tunnels.

(*Continued on page 53*)

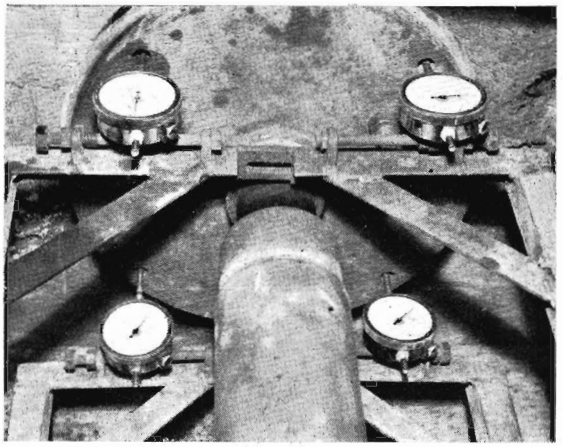
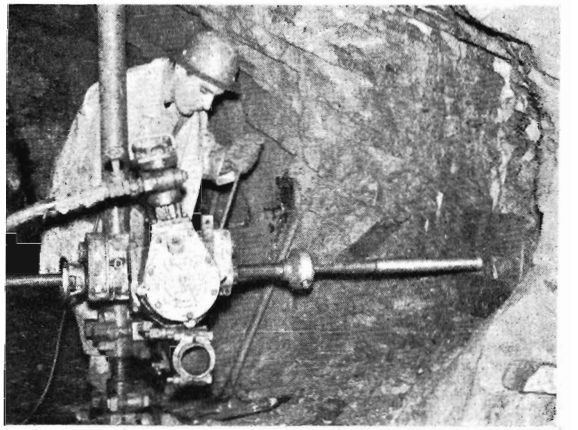
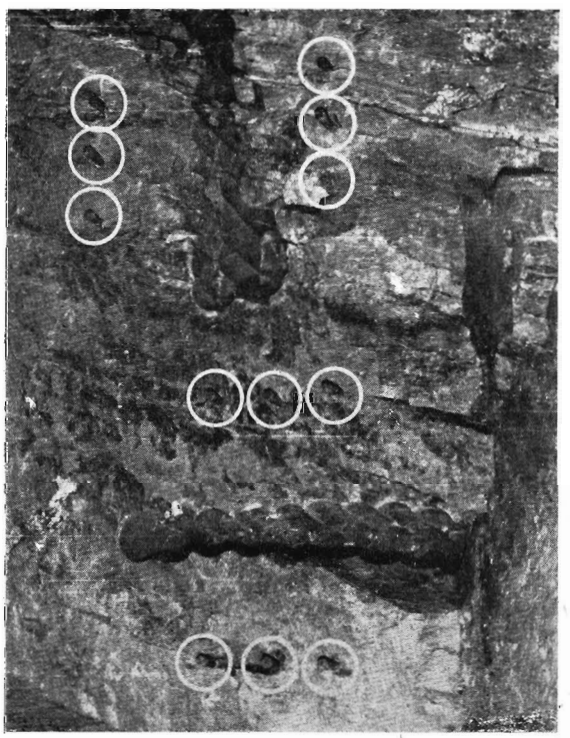
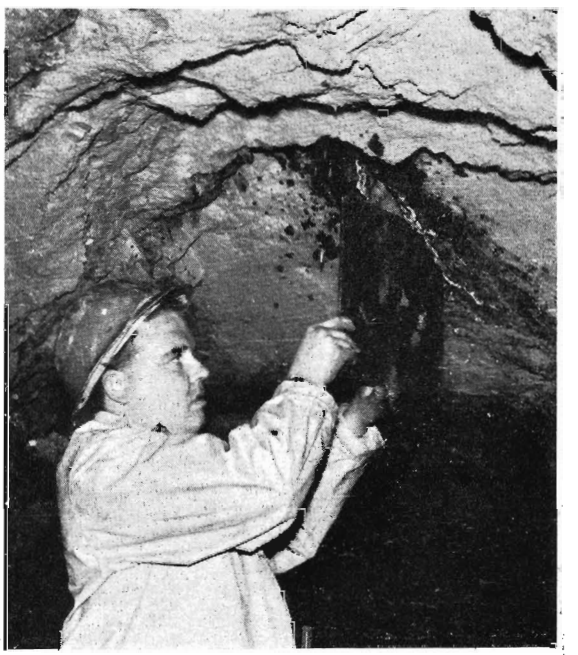


Plate Bearing Test ; these four gauges are on plate of ram applied to tunnel ceiling. They will record the amount of rock deformation under load.



Flat Jack Test 1 ; Operator prepares to cut slots in rock by boring a series of holes.

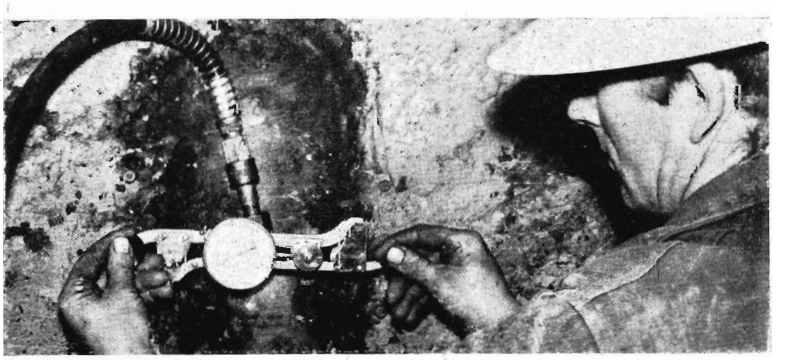




Flat Jack Test 3 ; A flat jack (consisting of two metal plates that are forced apart under hydraulic pressure) is cemented tightly into each slot. When the pressure is applied, the flat jack forces the rock back to the position it had before the slots were cut.

(*Above*) *Flat Jack Test* 2 ; Two slots have been cut between measuring pins that were placed in position before slots were cut. After slots are cut the rock moves slightly. This movement is measured by a Deformeter.

(*Right*) *Flat Jack Test* 4 ; Flat jack is in position and the operator is using a Deformeter to ascertain that the pins have returned to their original positions. The pressure needed to achieve this is then read from a gauge. The hose line carries hydraulic fluid to operate the flat jack.



From the shafts, tunnels about 40 ft. long are cut at various levels.

Tests

By use of precise measuring instruments and a hydraulic ram that can exert considerable pressure, much information about the behaviour of the rock, when a tunnel is cut, has been found.

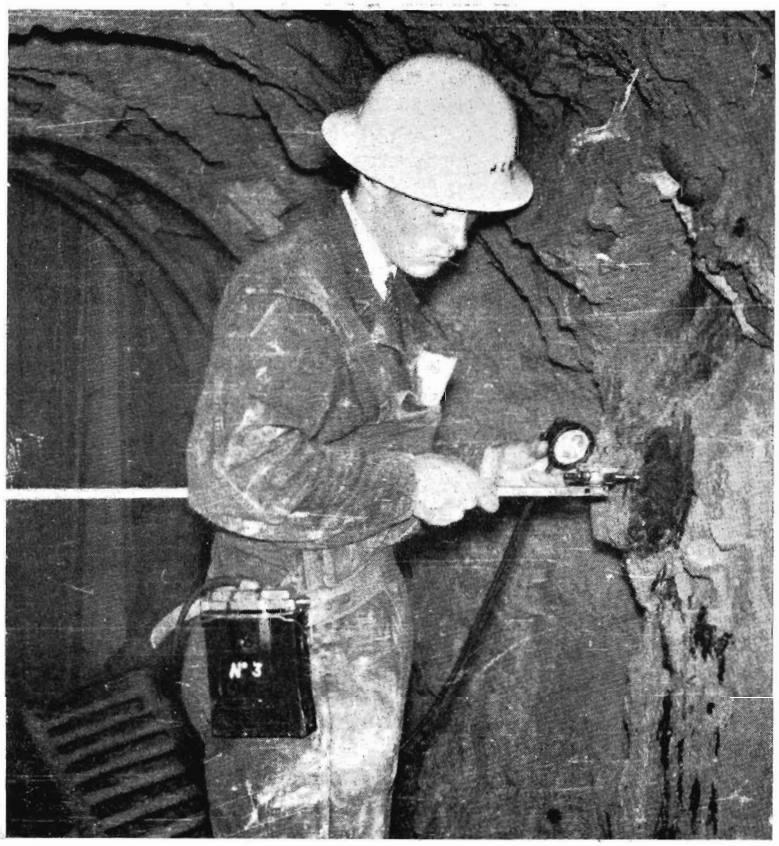
In the *Plate Bearing Test*, for example, the ram exerts pressures (up to 16,000 lb. per square inch) against the sides of the tunnels, and gauges reveal whether the rock deforms in proportion to the load applied.

In the *Flat Jack Test* metal pins are placed in the rock wall about 10″ apart and the exact distance between them measured in thousandths of an inch by an instrument known as a deformeter. A slot is then cut between the pins and precise measurements again taken. These show the extent to which the rock around the slot has moved or, as engineers say, *deformed* as a result of the slot being cut. In the next step in the test, a flat jack forces the sides of the slot and consequently the metal pins back to the original position. The pressure necessary to achieve this is then read from a gauge. This test gives an indication of rock pressure that may be expected on the tunnel lining.

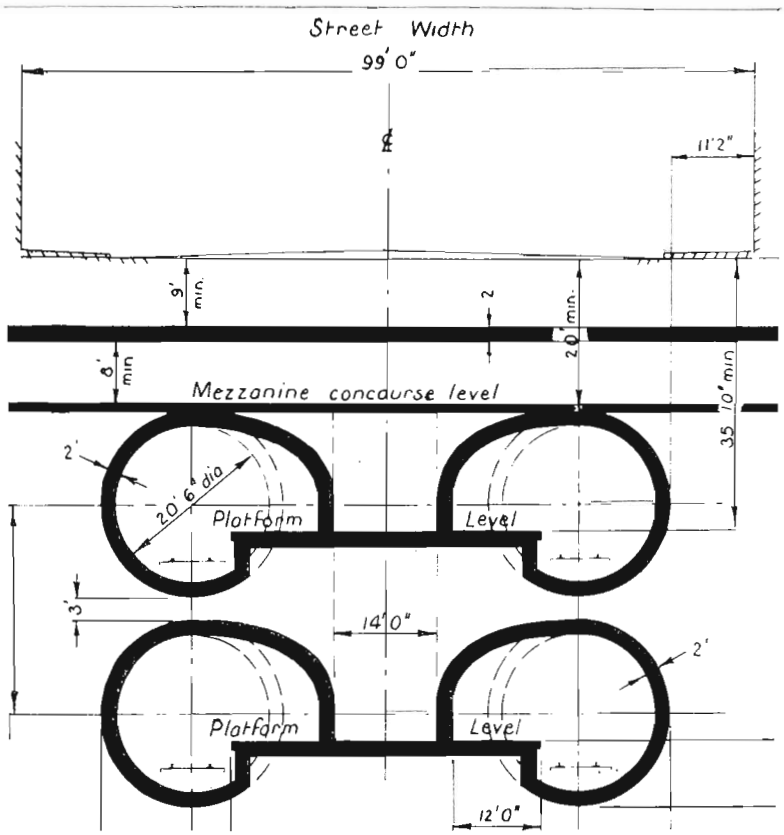
Data obtained from these and other tests are compared with results of the tests made at the University on material obtained from the bores. The shafts have also given valuable information concerning tunnelling conditions in general.

Ground water conditions have also been investigated. This was done by sinking 13 pump wells, to depths up to 120 ft., at various points along the proposed route of the underground. Pumping tests at the wells are still proceeding.

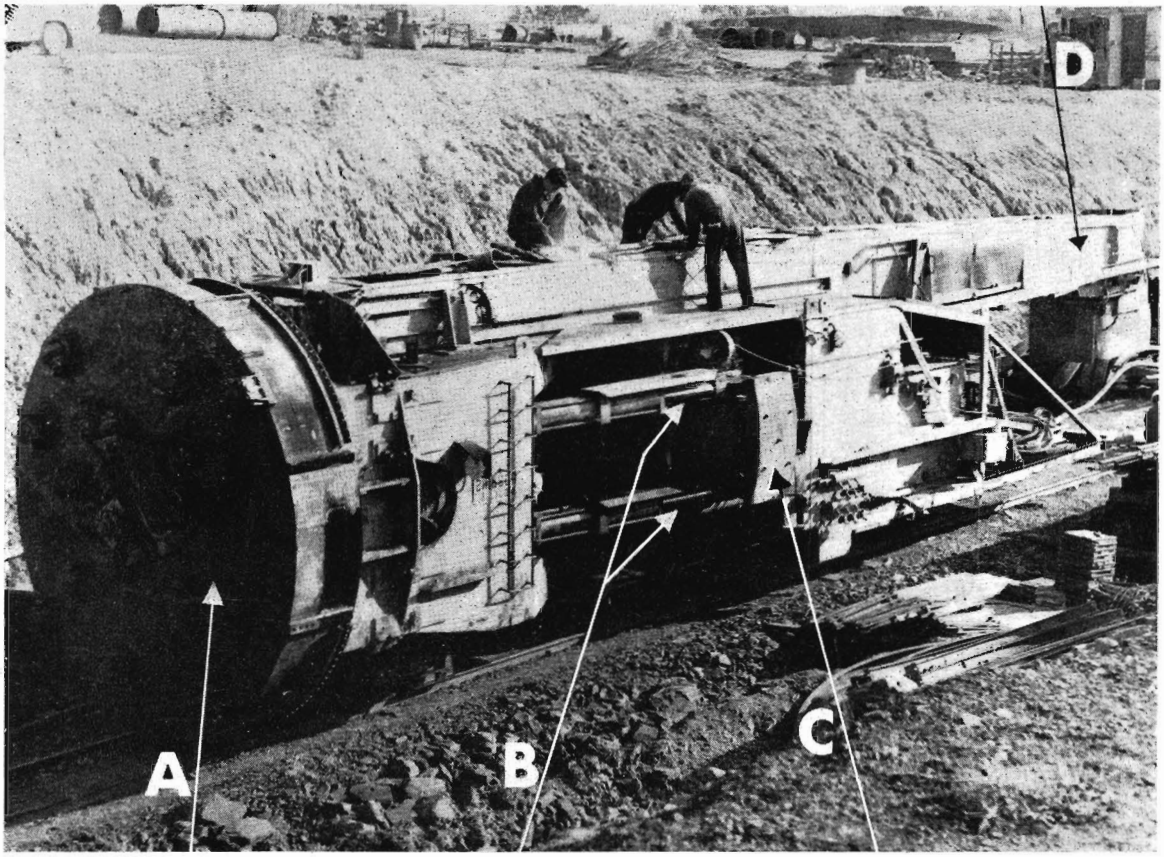
(See *News Letter* March 1964 p. 36 and December 1963 p. 181.)



(*Above*) **Railway Construction Branch Engineer R. Shenfield measures the extent to which the rock has crept since the tunnel was excavated. This is done by inserting 3-ft. long steel rods, opposite each other, into the sides of the tunnel. and taking measurements at regular intervals.**



(*Right*) **Cross section at two-level station under consideration for City of Melbourne Underground Railway. As can be seen from drawing, the Underground will have four tunnels. Each will have an approximate length of two miles, giving a total of eight miles of tunnels.**

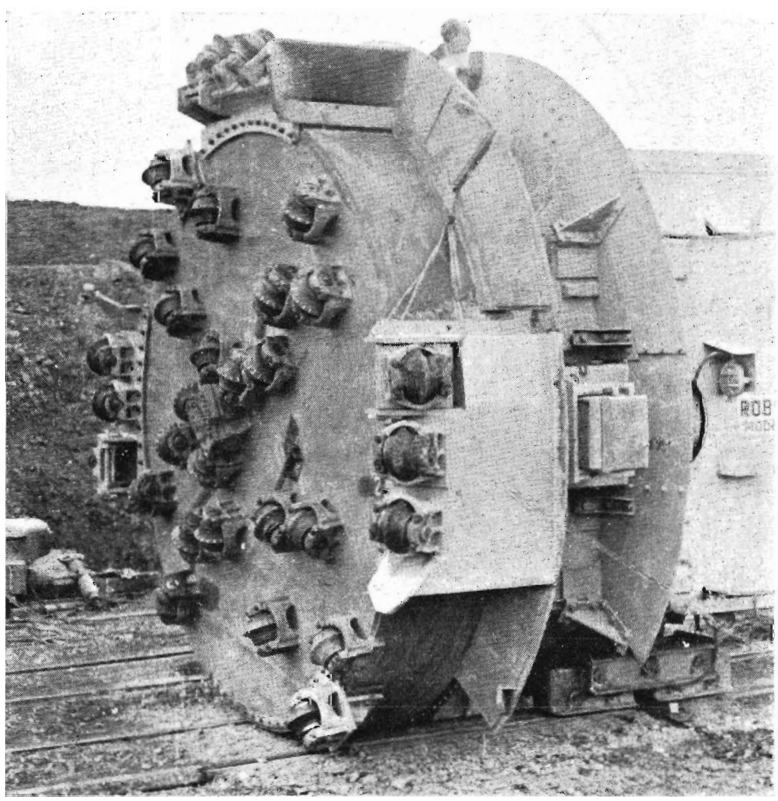


MOLE THAT CHEWS ROCK

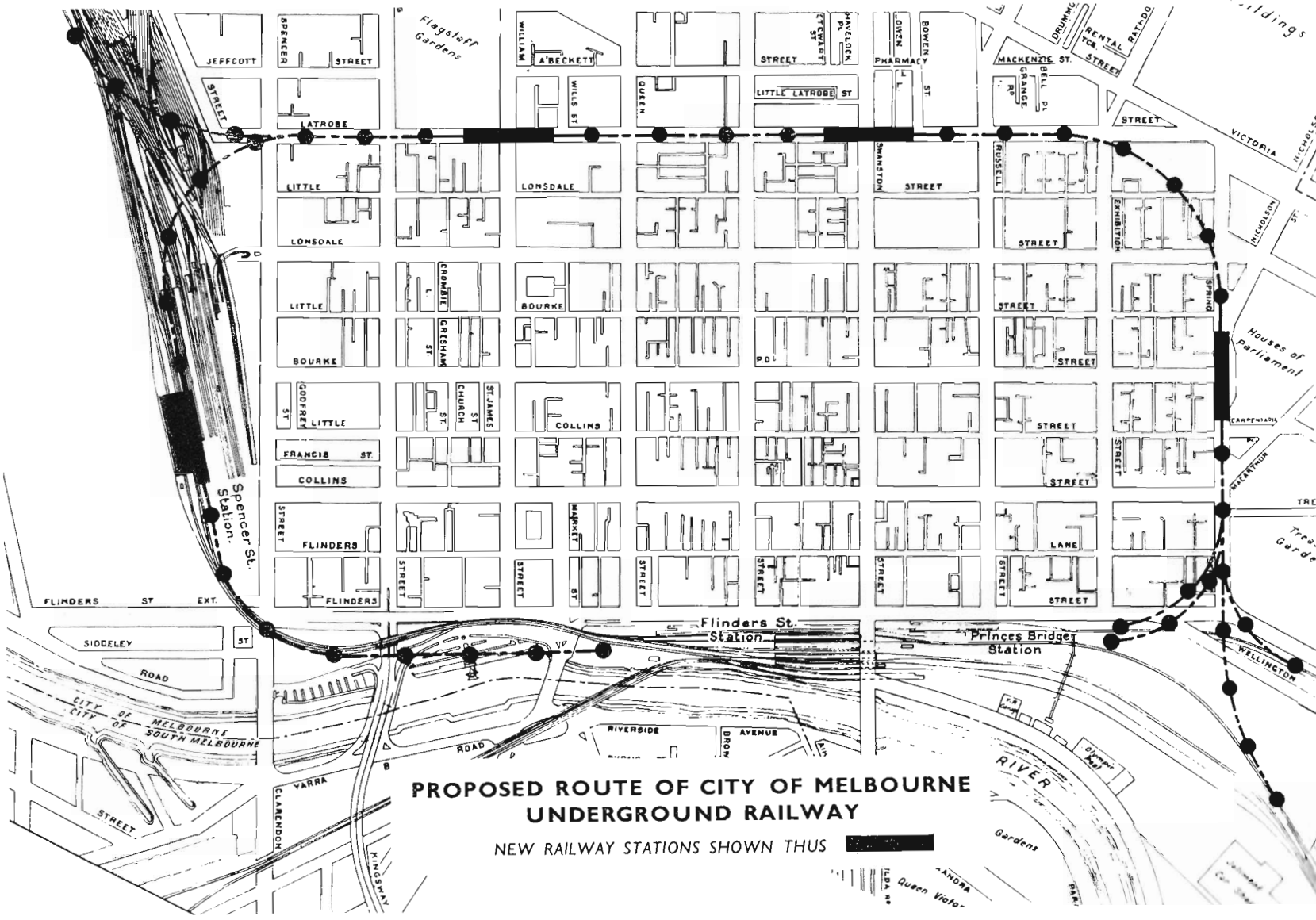
(*Above*) This rock boring machine or *mole* was built in America and bored tunnels for the hydro-electric project at Poatina, Tasmania. The machine cost about £300,000 and, in Tasmania, cut through rock at rates of up to five feet an hour.

(A) 25-ton rotating cutter head ; (B) thrust rams that push the cutter head against the tunnel face ; (C) side grippers to stop mole rotating ; (D) conveyor belt that removes cuttings from face.

The use of a tunnelling machine for Melbourne's underground railway is under consideration.



(*Right*) Close-up of mole's cutting head showing hardened crusher rollers, and buckets to remove cuttings.



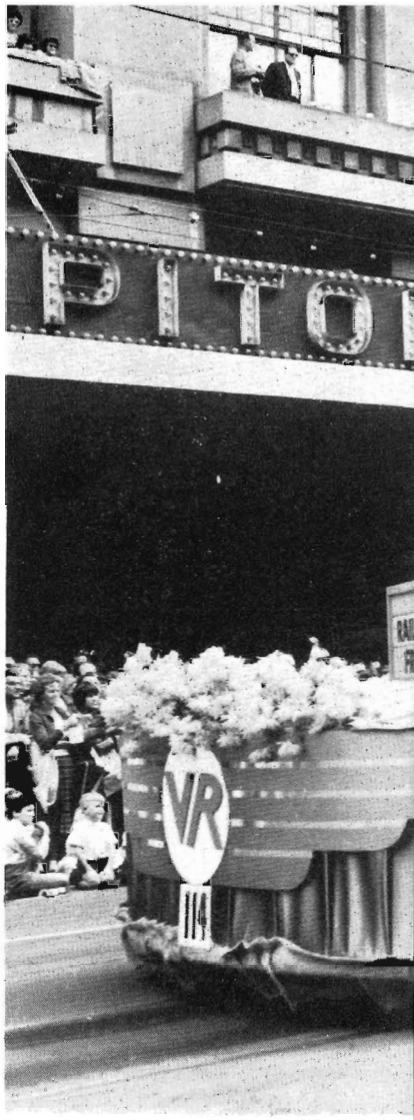
PROPOSED ROUTE OF CITY OF MELBOURNE UNDERGROUND RAILWAY

NEW RAILWAY STATIONS SHOWN THUS ■

THEIR FIRST TRAIN TRIP—and are they enjoying it ! It all began when Sale Apex Club decided during their recent *Week of Service* to give a free train trip to children who had not previously ridden on a train. As a result, 30 young travellers went by *The Gippslander* from Sale to Bairnsdale and return.

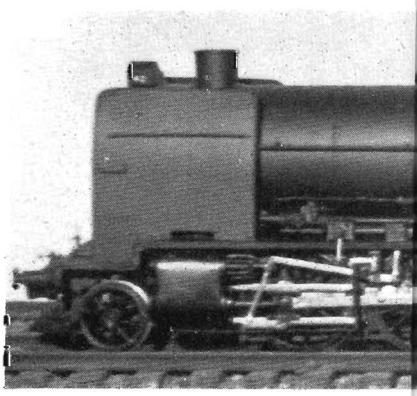
AROUND THE SYSTEM

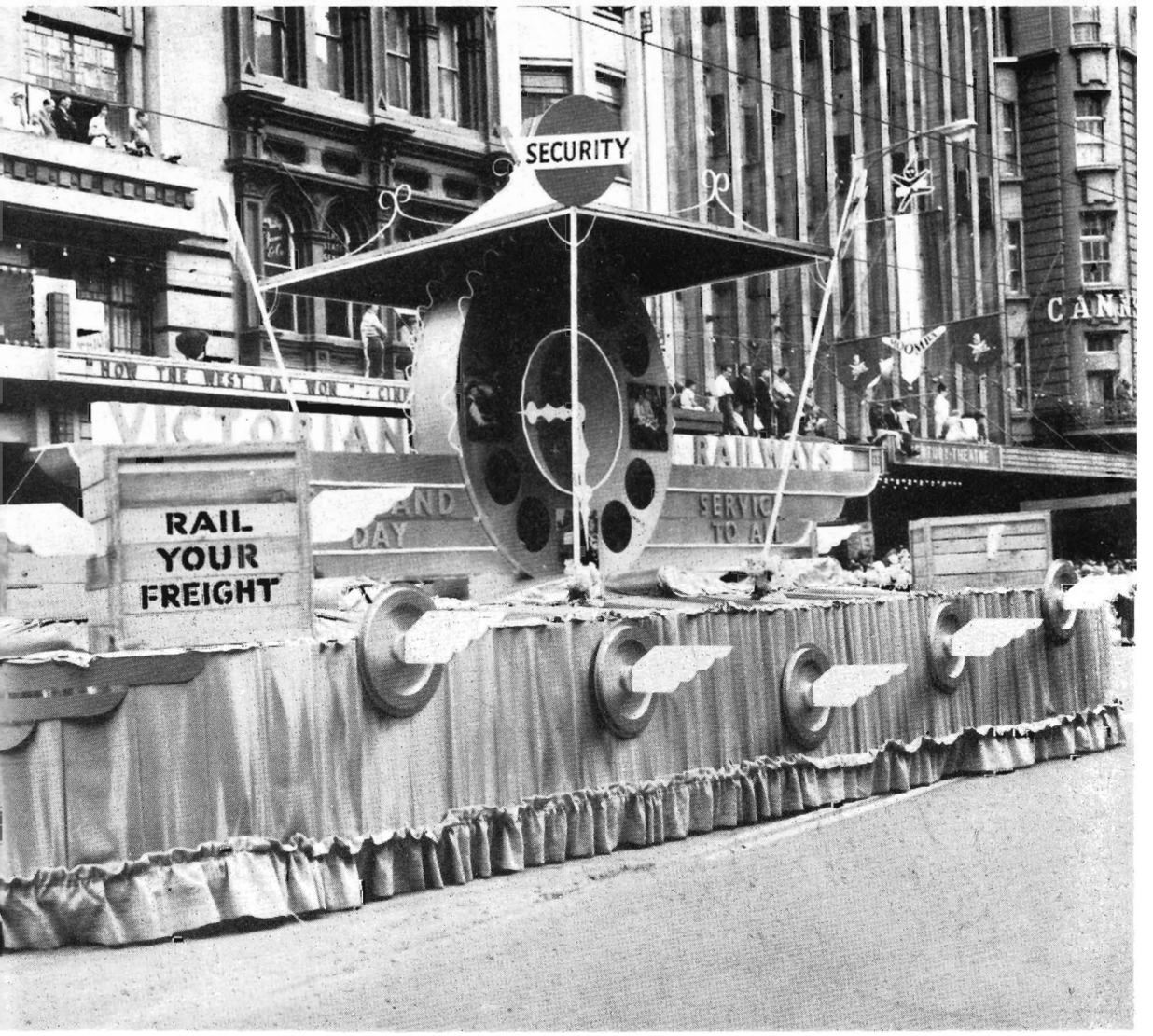
No. 1 CLOCK : Mr. L. Harrigan, Electrical Engineering Branch, (*left*) and Mr. R. H. Fowler, Director of the Institute of Applied Science, with the Department's first clock which the Commissioners have made available in perpetuity to the Institute. (See February *News Letter*, page 18).



NIGHT AND DAY was the musical them

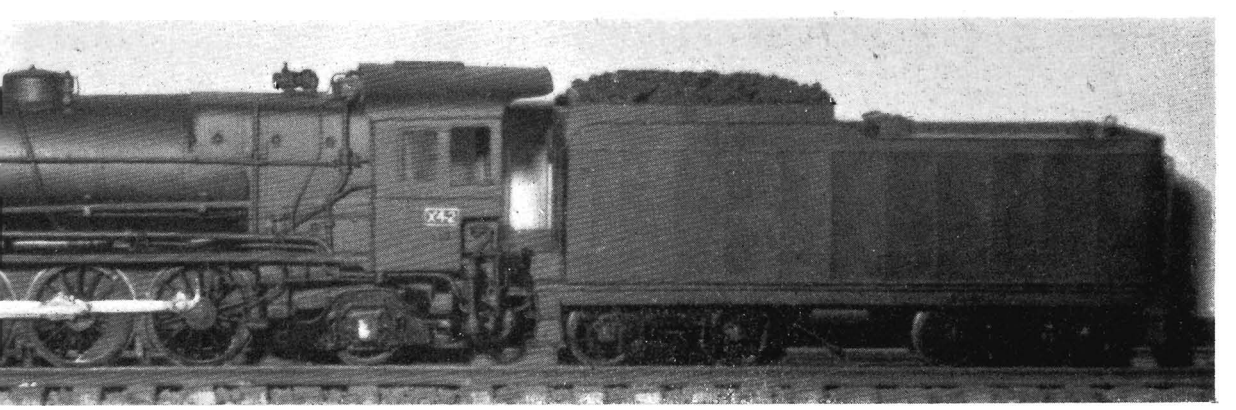
WINNING MODEL : This ¼" scale, " Q





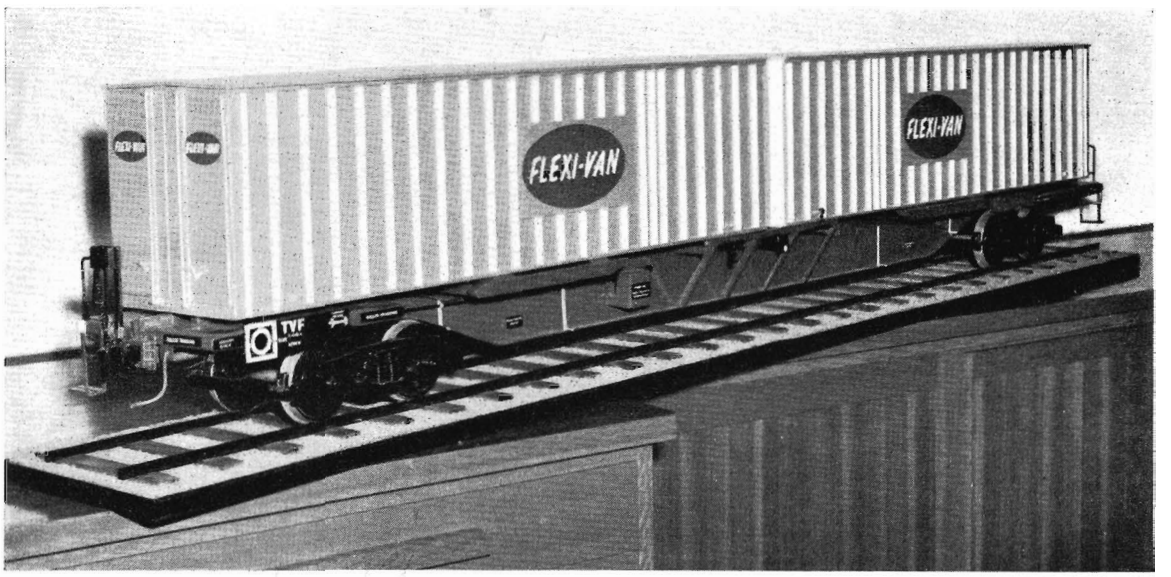
the V.R. float in the Moomba procession. The song and the clock aptly emphasized the round-the-clock service given by the railways to the public.

uge model of an X class locomotive was awarded the Commissioners' Trophy at the annual competition of the Victorian Model Railway Society. It was made by Mr. H. Bender.

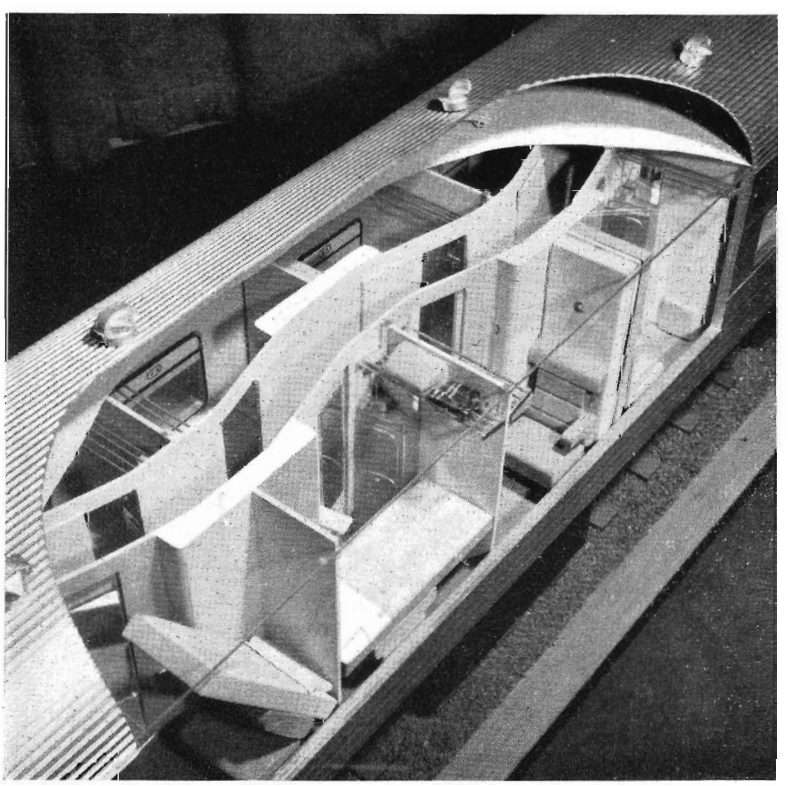


MODELS OF PERFECTION

MODELS are crowd-stoppers. Whether it's the little man who taps on the window, or the costly model of a liner complete with a wealth of detail . . . . nearly every passer-by can't help stealing a glance . . . a glance that usually develops into an absorbed study. For the model display is a show that's both fascinating and free . . . . a combination very hard to resist.



This double Flexi-Van wagon was one of the group made by apprentices.



Part of cut-away model of *Southern Aurora* roomette showing zig-zag corridor and realistic detail.

So, the Department has, over the past few years, made an increasing use of scale models—mainly of rolling stock—for publicity purposes.

The models are of two types, each of which has a different role in presenting the Victorian Railways to the prospective customer and the public generally, for even the non-user of the railways has an interest in them as one of the owners of the Department.

The models of one type are of relatively large scale—1/12th full size—and are used for static displays in which the model forms the focal point and illustrates in detail the features of the full size rolling stock.

Included in this group of models are *Southern Aurora* and *The Overland* sleeping cars, which are in cut-away form to show the interior, complete with bunks, wash basin and toilet facilities. They are accurately detailed, and as attractively finished as the prototype cars.

The bogies are also accurate reproductions of the real thing. These models were made by the display staff of the Public Relations and Betterment Board, who also have under construction a model of VAM 1, the new twinette standard gauge carriage (*News Letter*, January 1964).

The 1/12th scale models include freight stock and locomotives. There are B, S, and T class diesel-electric locomotives, an ELF open wagon, BLF and VP vans, QCF container wagon, Flexi-Van wagon and a working model of Bogie Exchange.

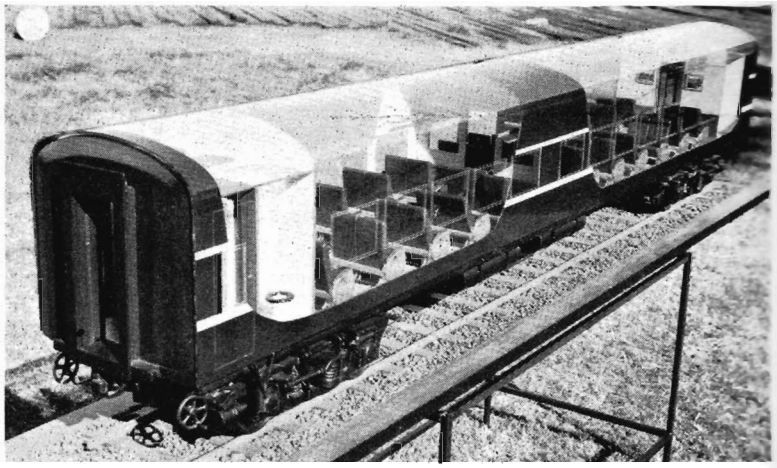
These vehicles have been built by apprentices at Newport, Ballarat and Bendigo Workshops and formed part of their training programme. Apprentices have under construction, at the present time, an MLX (motor car transport) wagon, a Walker rail car, and an L class electric locomotive.

The scale of all these models enables most details, such as lashing facilities and other special features of interest to the customer, to be accurately represented.

Architectural models

As well as models of rolling stock there are also special architectural models that are made as needed by the Commercial Drafting Room of the Way and Works Branch. Three recent ones of this type were made of a Melbourne Underground station, the Strathmore overpass and the new Spencer Street terminal. With transparent and removeable plastic panels that reveal the underlying parts, these models not only play a part in general publicity but have proved very useful in discussions between technical officers on the design of the actual terminal or station.

The other group of models that are extensively used in V.R. publicity is of a completely different type, consisting of very small-scale working models of complete trains running on miniature track through stations and countryside. They will be featured in a future issue of *News Letter*.



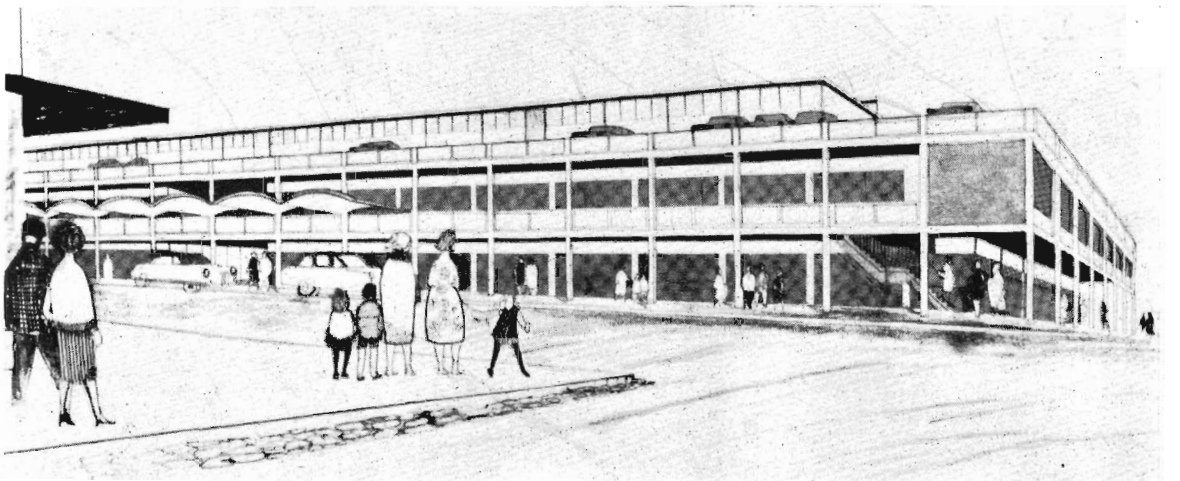
Cut-away model of an AZ sitting carriage.

Paper sculpture: made from paper, this "railwayman"—or his photograph—appears in many V.R. displays.

Mr. V. A. McDonald, of the Commercial Drafting Room, raises upper floor of Spencer Street terminal model to show how internal parts may be inspected.

CAMBERWELL DEVELOPMENT

THE project, announced last month, to straddle Camberwell railway station with a £1½ - £2 million two-storey shop and office building is the biggest scheme of suburban development in Victorian railway history.



Architects' drawing of proposed shopping centre at corner of Burke Road and Cookson Street.

A Melbourne business firm, J. H. K. Pty. Ltd, has planned the project. The managing director of that firm, Mr H. K. Jones, is also managing director of H. K. J. Pty. Ltd.—the firm that proposes the £30 million plan to develop the Flinders Street station site.

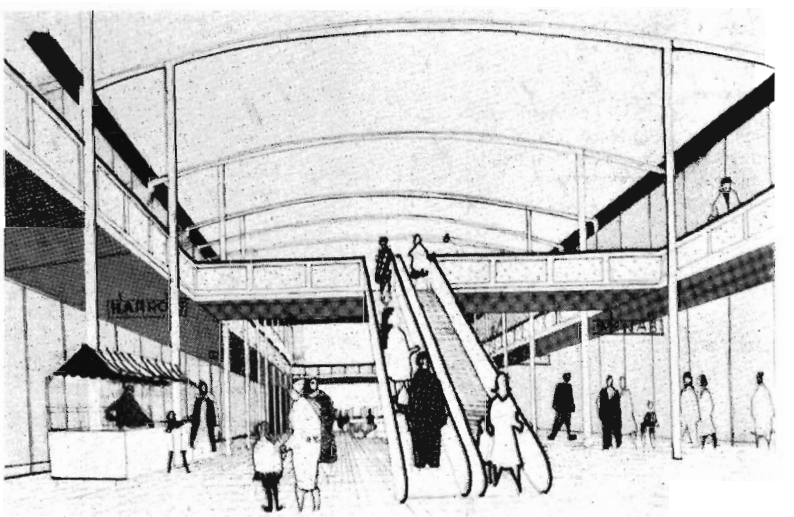
The proposed site will have about 300 ft. frontage to Burke Road, and 600 ft. to Cookson Street. A shopping mall, surrounded by retail shops is proposed, with above-street-level offices, a service station and accommodation for at least 400 cars - some parked on the roof and others under cover.

There will be lifts from the railway yard for goods, between-floors escalators and covered access to all facilities. A minimum of 160,000 square feet of floor space will be available for retail shops and 30,000 square feet for offices and professional rooms.

Several groups of businessmen have realised the value of developing areas above railway stations for commercial purposes. Camberwell railway station is in a deep cutting and the area lends itself to such a proposition.

By selecting a site that offers train, tram, and bus services, and by providing off-street parking for more than 400 cars, the developers propose to improve business in Camberwell and, at the same time, share in its expansion.

The scheme is in an early stage. Camberwell City Council and the Melbourne and Metropolitan Board of Works still have to approve. However, informal discussions have been held with both Council and Board of Works officers. Subject to there being no delay in the granting of the permits it is proposed to start construction this financial year.



The Mall Area of the Camberwell project (*Drawings; Bruce H Robinson & Associates*)

Camberwell railway station, one of the busier stations along the line to Lilydale and Belgrave, is also, of course, the junction for the branch line to Alamein. In the year ended June 30 last, it had 1,161,880 outward passenger journeys. Almost 300 electric trains serve the station each weekday.

Camberwell also has a goods train service and in the same financial year 27,650 tons of freight were handled at the siding.

Burke Road, fronting the station, has a regular tram service, and nearby Camberwell Junction has tram services from a number of suburbs. There are also private bus services to the station from the heavily populated adjoining suburbs.

WORLD'S UNDERGROUNDS PLAN EXTENSIONS

CITY transport authorities throughout the world are planning to beat the suburban traffic peaks by expanding existing underground railways and building new ones, reports *International Railway Journal.*

Japan

Tokyo's explosive population increase - from 6 million in 1950 to more than 10 million in 1963 - has brought one of the world's biggest urban traffic problems to Japanese authorities. To free the jams now halting surface traffic, Teito Rapid Transit officers have started on a major programme which, by 1965, will increase the total length of their underground lines to about 111 miles. New stainless steel trains are planned which will be equipped with the new Automatic Train Control system. This will check speed continuously, and slow the train if necessary. If the speed drops below minimum limits, ATC will take over and accelerate the train automatically.

Britain

In 1962 the British Government authorised the addition to London's underground of the new 11-mile Victoria line at a cost of £56 million. It is expected to ease peak hour overcrowding and relieve street congestion.

France

Paris Metro authorites have authorised construction of a new east-west line. Involving 38 to 45 miles of line, it will be finished in 1970. In 1972, a similar north-south line should be under construction.

Germany

Work has started on the first section of Frankfurt's underground. The entire project calls for 75 miles of line costing £80 million.

A quarter will be below surface.

Netherlands

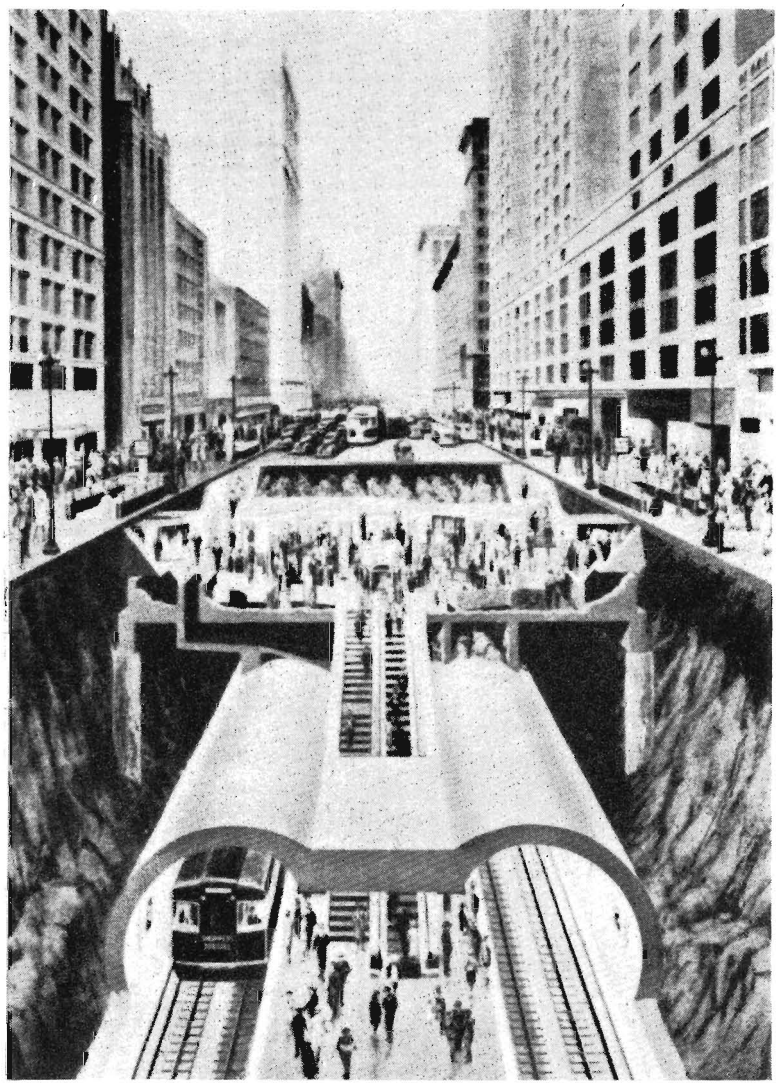
Rolling stock has been ordered for a 3-mile-long underground across Rotterdam. Line is scheduled for completion by 1966.

Sweden

Stockholm's underground system was planned in 1941 for a population of 900,000. But the population has now grown to 1,200,000 and is still rising. Beginning this year, extensions to the underground will be made almost every year until 1970. At present the system is 25 miles in length with about 20% below the surface.

Greece

Further consideration is being given to building an underground for Athens. The project was first investigated in 1958.



Cut-away drawing of Chicago's Underground. Four tunnels, carrying one track each, are proposed for Melbourne's City Underground.

Half-a-loaf

Husband " But, darling, haven't I always given you my pay every month ? "

Wife : " Yes, but you never told me you were paid *twice* a month! "

The railway Dorgans

WITH the retirement of Boilermaker James Dorgan, of Newport Workshops, another of the railway family of the Dorgans leaves the service.

Mr. Dorgan

About 18 members of the family — including his grandfather, five brothers, three uncles and some cousins and nephews — have worked in the Department. At present, two are still in the railways — his brothers Frederick and Charles, both at Newport Workshops.

Mr. James Dorgan has had 48½ years service—all at Newport Workshops. For 20 years he was drum major of the Workshops band, and for several years its treasurer. Another of his interests is sport—he has been president of the Werribee Football League for the past eight years.

Lost in 1889

AN old Lost Property Book that was in use at Caulfield from 1889 seems to show that forgetful passengers' habits have not changed a great deal over the years. The first page of the book, opened in September 1889, records half a dozen umbrellas, several hand bags and some miscellaneous parcels items that still figure in the Lost Property books of today. Also on that first page is a record of "one hard hat" and "three bottles of whisky, found in a first class carriage". The latter were claimed by a (presumably) grateful owner the following day.

Nineteenth century trespassers

Mr. E. C. Reynolds, O-in-C Revenue and Station Accounts, displays an old enamelled notice found in the store in one of the domes on the roof of Head Office. The notice was found while the store was being cleared to receive documents from Mr. Reynold's office. The notice warns that trespassers will be prosecuted under a statute of 1865 and is signed by P. P. Labertouche who was Secretary for Railways from 1876 to 1892.

Ballarat gatekeeper

AMONG recent Ballarat retirements was that of Miss J. Butcher who had been gatekeeper at Creswiek Road gates for 17 years until the installation of the boom barriers, when she was transferred to another position. Members of all branches attended a farewell to her on the eve of retirement.

RECENT RETIREMENTS . . .

WAY AND WORKS BRANCH
Hinton, E.T., Warragul
Stevens, G. L., Maryborough
Edgeley, C. E., Flinders Street
Bentley, J. H., Bendigo
Colcott, I. R., Warragul
Porritt, I. A., Bendigo
Browne, R. J., Caulfield
Mann, T., Ararat
Cursio, A., Spotswood Workshops
Lee, N. V., North Melbourne

ROLLING STOCK BRANCH
McMahon, P. B., Head Office
Chittenden, G. R., Newport
Hannah, R. J., Geelong
Noakes, J. E. G., Kerang
Grant, N. J., Benalla
Dorgan, J., Newport
McCurdy, W. J., Ballarat North
Downie, G. A., Traralgon
Brattle, H. E., Jolimont
Dibbin, A., Jolimont
Joyce, H. E., Jolimont
Villiers, A. E., South Dynon
Freeth, E. G., Newport
Richards, F. R., Dimboola

TRAFFIC BRANCH
Okey, W. J., Head Office
Ross, J. C., Maryborough
Fogarty, P. J., Spencer Street
Scott, F. J., Sunshine
Raine, C. A., Gordon

ACCOUNTANCY BRANCH
Adams, F. R., Head Office

STORES BRANCH
Wales, F. C., Laurens Street Depot
Mackenzie, C. W., Printing Works

ELECTRICAL ENGINEERING BRANCH
McDonald, A. M., Head Office Flinders Street

REFRESHMENT SERVICES BRANCH
Condely, M. (Mrs.), Echuca

. . . AND DEATHS

WAY AND WORKS BRANCH
Dyson, L., Bendigo

ROLLING STOCK BRANCH
Simpson, E. J., Seymour
Prokopiw, W., Newport
Kovacs, F., Newport
Richards, W. F., Bendigo North
Hall, W., E. R. Depot

TRAFFIC BRANCH
Jewell, E. L., Geelong
Moulden, W. H., Melbourne Goods
Graham, W. H., Gama

STORES BRANCH
Badham, N. T., Spotswood Workshops Storehouse

SNAPS FROM THE SIDE LINES

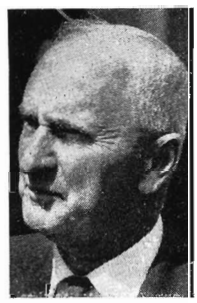
Frank Bollmeyer, Commonwealth manager who looked after his players like a mother hen looking after her chicks. Great fella . . . .

Eric Stephens, South Australian Railways Institute Representative and one of the real personalities of the Carnival.

Harold Jones. Senior Vice President of the Carnival Committee . . . quietly spoken, efficient, and obliging . . .

Bill Harper, Manager and Institute Representative with the champion New South Wales team . . . a very able manager and one of the nicest chaps at Kooyong.

Keith Donaldson, V.R.I. Councillor and efficient and popular Carnival Chairman, ponders a knotty problem.



Alan McAndrew . . . the very popular Director of the New South Wales Railways Institute for many years . . . He donated the McAndrew Cup in 1949 for perpetual competition.

Arthur Hargreaves (V.R. Institute Representative) and Russ Snell (Queensland Manager) enjoy a joke together while watching the tennis.

Interstate Tennis Carnival

FOR the first time in 12 years the Interstate Tennis Carnival was held in Melbourne, with all systems - excepting that of Tasmania - being represented. Matches were played at Kooyong from February 26 to March 3, except on Monday, March 2, when owing to bad weather, games were transferred to the en-tout-cas courts at the St. Kilda Cricket Ground.

The Carnival was an unqualified success and reflected the organizing ability of the Carnival Committee, led by Messrs. K. Donaldson, (Chairman), A. Wisken, (Manager) and S. K. Pearn, (Secretary). They were ably assisted by Messrs. F. Jones (Court Captain) H. Jones, L. Murphy K. McIver, R. Richards, M. Harford, A. Hargreaves and C. McKee, Assistant Secretary.

From the start of play, it was evident that the strong New South Wales side, led by the Lord brothers would be the team to beat. Queensland and Victoria battled hard, but N.S.W. went through the series unbeaten. Queensland, with one defeat filled second place ; then followed Victoria (who had a great battle with Commonwealth for third position), Commonwealth, Western Australia and South Australia.

The McAndrew Cup, the Doubles Championship of the Australian Railways—was again won by the Lords from New South Wales, who have a remarkable record in this event. Since the Cup was first presented by Alan McAndrew, popular Director of the New South Wales Railways Institute, Merv. and Bob Lord have either won the event as a pair or as a partner of another New South Wales player. Great tennis players and sportsmen, they richly deserved their victory, this year.

Incidentally, the final was played on the tennis holy of holies - the centre court at Kooyong. This gesture by the Kooyong Club was fully appreciated by the Carnival Committee, and might also be taken as a direct compliment to the standard of play during the Carnival.

Among the visitors who dropped in from time to time were Messrs. E. H. Brownbill (Chairman of Commissioners), G. F. Brown (Deputy Chairman), E. R. Rogan (Commissioner) W. Walker (Secretary for Railways), F. Martin (Secretary for South Australian Railways), L. A. Reynolds (General President V.R.I.), F. Mitchell (General Secretary V.R.I.), A. McAndrew (Director of the N.S.W. Railways Institute), N. Strange, O.B.E., (President of the L.T.A.A.), A. Cobham (Vice-President of the L.T.A.A.), Neale Fraser (ex Wimbledon champion and one of the former great doubles players of the world) Colin Long, many other sporting personalities, and many Councillors of the V.R.I. A special word of thanks should go to Mr. Perc. Lester, Secretary of the Kooyong Club, and his curator, for the way they looked after us.

Players who represented Victoria were : Bruce Pearce (Captain), Ken Deayton, Bill Donohue, Tom Fitzgerald, Kevin O'Sullivan, Keith Payne, and Bruce Whelan. May I congratulate these lads on the excellent fight they put up and the sportsmanship they displayed on all occasions. They proved excellent representatives of our State.

Members of Victorian team, and manager.

Play in the Grand Final of the V.R.I. Cricket Association's competition. Loco batsman G. Toomey swings at one in the opening over, and the ball is well taken by wicketkeeper C. Short. Other players (left to right) are : W. Robertson, R. Figgis, G. Williams, J. Jenkins and J. Pitcher.

Cricket

THE Grand Final of the V.R.I. Cricket Association's competition was played on March 10 at the Royal Park Oval before a large number of interested and appreciative spectators. Stores and Loco were the competing teams.

Losing the toss and being sent in to bat, Stores put together 157, Short contributing 87 and Cooney 22, Best bowler for Loco was Smith who finished with the excellent figures of 5/19.

Loco could only manage 140, top scorers being Chapman 55 and Williamson 38. For Stores, Figgis turned in a match winning effort, taking 7/50. At a short function after the game, the Deputy Chairman of Commissioners, Mr. G. F. Brown, presented the Commissioners' Cup to the winning Captain, Robyn Dyson.

Bowls—Newport V Head Office

WE don't know how it happened or who challenged whom, but the end result was the meeting of ten teams of bowlers from Newport Workshops with a similar number of stalwarts from Head Office. An arrangement with the Newport Bowling Club whereby the greens and excellent facilities of the club were made available for the game, an equally happy arrangement with the ladies of that club to prepare and serve a most attractive supper, backgrounded the meeting of 80 bowlers on Wednesday evening, March 11.

Head Office won by 199 shots to 177, but an examination of the teams matches shows that Newport won five, Head Office won three and two were tied.

Commissioner Rogan's team had a rather overwhelming victory over Workshops Manager Roach's team, but all other matches were closely contested, and results rested on the last bowl of the last end in many cases.

The match was something of an experiment, but general comment from players, and others who came just to watch the play, clearly indicated that this should only be the beginning of other similar outings.

Scores :

Terry (N) and Grant (H.O.) tied 16–16, Nicholls (N) d. W. Scott (H.O.) 20–17, Moran (N) d. Summers (H.O.) 19–15, Darby (N) d. Galletly (H.O.) 17–16, Rogan (H.O.) d. Roach (N) 35–11, Daw (N) lost to Tinkler (H.O.) 20–21, Curnick (N) d. Dance (H.O.) 20–19, Brown (N) d. Keith Smith (H.O.) 19–17, Dickson (N) tied with Ken Smith (H.O.) 19–19, Henderson (N) lost to Chandler (H.O.) 16–24. (H.T.)

Flashback

MET Jack Milne at the cricket final. He is another of the old time greats of the football world working in the Department. Jack, who is wearing very well, played with Fitzroy from 1925 to 1934, and as a rover won quite a few interstate guernseys. Among the many champions he played with, and against, during this period were such players as Roy Cazaly, Sid Coventry, Cliff Rankin, Tom Fitzmaurice and Horrie Clover. Old timers who remember Jack's style of play reckon that players like Ron Richards and Jack Dyer were mild mannered compared with Jack when his blood was fairly up. Incidentally he considers Ern Wilson of Collingwood, was probably the toughest footballer he came up against during his career as a player. For all round ability, Ivor Warne-Smith of Melbourne gets his vote.

APPRECIATION

Cabinet Meeting

ON behalf of all members of the party which visited Maryborough on Monday, March 16, for the purpose of holding a Cabinet Meeting in that City, I wish to express our appreciation of the way in which arrangements were made for the visit.

All members of the train crew were most co-operative and everyone voted it a most enjoyable trip.

J.C.M. Balfour (Parliamentary Secretary of the Cabinet) writing to the Deputy Chairman of Commissioners.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 1188—64

VICTORIAN RAILWAYS

NEWS LETTER

MAY

1964

Travel habits investigated

TRAVELLING habits of suburban train travellers have just been recorded in a month long survey conducted on behalf of Melbourne's Metropolitan Transportation Committee. Sixty interviewers took part.

Each railway station on the 300 miles of track within the 600 square miles study area was manned from 6 a.m. to 10 p.m. on one day.

Every second passenger entering a station was given a simple form to fill in. Bins were provided at principal stations so that the form could be left, if it could not be given back to the survey worker. If these collections were not possible, the card could be mailed direct to the study office, without a stamp.

Passengers were asked how they got to the station, if they parked their car there, the name of the station to which they were travelling, their ultimate destination, where they came from, the purpose of the journey—work, business, school, shopping, entertainment, sport, social, or personal affairs—frequency of travel on a periodical ticket, connecting modes of travel, and if a driver's licence was held. More detailed information—about the purpose of the trip, frequency of train riding, preferred schedule, etc.—was obtained from a selection of passengers by personal interviews at about one-third of the stations.

While these interviews mainly concerned passengers travelling towards the city, outward-bound passengers were also contacted on lines that had heavy morning peak down traffic. The outward interviews took place at stations between Caulfield and Noble Park, Glenferrie and Ringwood, and Footscray and White City.

In addition, a count was taken of passengers entering or leaving the trains at each station.

The information obtained will be added to that from home interviews, car, truck, and taxi drivers, and bus and tram travellers, and processed by high speed electronic computers. The results will help planning authorities tackle the growing problem of road congestion and to understand more fully the role of public transport.

Southern Aurora birthday

TWIN standard gauge passenger trains *Southern Aurora* celebrated their second birthday on April 16.

In the two years the trains have carried almost a quarter-of-a-million passengers between Melbourne and Sydney and run just over 867,000 miles.

An even more pleasant birthday note was the report that the passenger loading continued to be most encouraging.

Train engagement

METROPOLITAN train travel has many different uses, quite apart from being an economical, safe and sure method of moving persons between two points. Many read their papers, magazines or books, others sew or knit, quite a few natter or cat-nap, some have even been known to prepare the vegetables for the evening meal, and the more romantic types eye each other or hold hands. But last month, according to " The Sun ", the Ferntree Gully train was the setting for a marriage proposal, as the train stopped at Mitcham. Commercial artist Peter Englisch had asked Maria Kok to " wait for him " while he made a trip abroad, but Maria " burst into a flood of tears all over the train " and he " had to propose ".

Wheat exported

THE Victorian Railways played the major transport role when the largest single consignment of wheat—24,000 tons—was exported from Geelong recently.

The quantity of wheat was equivalent to 1,120 rail wagon loads or 22 double-headed diesel train loads. Naturally, much of the wheat had been moved by train at the height of this season's harvest and placed in bulk storage.

The Victorian wheat harvest this year established a new record of 77 million bushels.

New lamps

ELECTRIC tri-coloured hand lamps are to be introduced progressively by the Department as oil burning ones need replacing.

Of sturdy construction, they are powered by a dry battery. A revolving switch, with three arms, controls the position of red and green plastic sheets in front of the globe.

First supplies are expected in about two months, provided materials are available.

First to use the new lamps will be drivers of diesel and electric locomotives.

Fares cut 50%

SINCE May 1, railway employees have been able to purchase tickets for travel to and from work for half the previous fare. The Department, at an annual cost of £75,000, has increased the concession for monthly, quarterly, half-yearly and yearly tickets from one half to one quarter normal fare. However, part-monthly concession tickets, for those going on holidays, will no longer be available.

FRONT COVER

At Reclamation Depot, Spotswood, a 70-ft. turntable from Frankston (weighing about 20 tons) is lifted from rail wagon for storage at the Depot until needed. Turntable girders that are not required by the Department find a ready sale to construction firms for use as bridges etc.

Back to Epping

AFTER a lapse of five years, the passenger train service will be restored to Epping towards the end of this year.

However, although Epping was served by trains for 70 years, those that will run again will be a new vintage, for electric trains will operate from Princes Bridge.

The railway line through Epping to Whittlesea was built in 1889, when steam hauled trains were the order of the day. For many years prior to 1959, a rail motor ran the 15 miles between Thomastown and Whittlesea.

When the railway line was electrified from Thomastown to Lalor in November 1959, the rail motor service was discontinued and the remainder of the Whittlesea line closed, with the promise that the electrified service would be extended to Epping in five years time.

Closure of the line followed heavy financial loss in providing a passenger service, and the line had little other revenue as there was no regular goods train service beyond Thomastown.

The new Epping railway station will be in a more convenient position, and provision will be made for ample space, on railway land, for free car parking by railway patrons.

The opportunity will also be taken to convert the single faced Lalor platform into an *island* platform, and this will benefit train schedules.

Harris train to Yallourn

YALLOURN, 85¼ miles from Melbourne, received a visit at the end of March by a four-car *Harris* train with members of the Australian Electric Traction Association.

Although it was not the furthest that a *Harris* train has been away from Melbourne, the trip was certainly an eventful day for the AETA members.

The only other time that a suburban electric train has run beyond General Motors, just past Dandenong, was during the 1963 Royal Tour. The train, on that occasion, brought school children from country stations as far as Traralgon, 97½ miles from Melbourne.

News Letter

"CONGRATULATIONS on producing a publication of such a consistently high standard, which helps correct the public's perspective of public transport".—*A. W. Perry, Electric Railway Editor, Australian Electric Traction Association*

New poster

This Departmental poster uses a Mandrake-like figure to draw attention to the compact comfort of roomette travel.

Multi language notices

IN recent years the Department has been aware of the difficulty in communicating with a percentage of its train passengers who are not familiar with the English language.

This was borne in mind recently when reports disclosed that many passengers holding suburban rail tickets were being prosecuted for travelling in first-class compartments of country trains, and occupying seats in country carriages to which they were not entitled.

Two-colour notices, printed in English, Italian and Greek, are now prominently displayed at suburban stations at which country trains stop, and by which passengers, with suburban one-class tickets, can travel.

The notices warn that rail passengers who fail to observe the railway regulations are liable to a penalty of £20.

Prison cells below station

KANIVA Historical Society has investigated the prison cells beneath Serviceton railway station, reports the Horsham *Times*.

An expedition of members was led by Kaniva president, Mr. Bob Hicks and former secretary, Mr. Max Borrack. The cells were apparently designed to hold prisoners being escorted interstate. The historians found that the cells consist of brick walls, about two feet high, built out from the front and back foundations of the platform.

Two tiny guardhouses of brick stood at the entrance to the underground dungeon.

More diesels coming

THE Department has called tenders for 25 more 650 h.p. diesel-electric locomotives.

The new locomotives will be fitted with bogies from swing-door suburban carriage trains that have been scrapped by the progressive introduction of modern *Harris* trains.

By using the bogies the Department will save £10,000 on the purchase of each new diesel-electric locomotive.

With the acquisition of the new locomotives and delivery of other locomotives now on order, the strength of the diesel-electric and diesel-hydraulic fleet will be 205 units. This will be a further step towards fulfilment of the Department's policy of replacing steam by diesel traction by 1972.

The stage in the conversion from steam to diesel motive power has now been reached where the greatest economies can be obtained from converting entire railway districts to diesel traction, thus enabling steam locomotive servicing facilities to be withdrawn.

It is proposed to first apply this progressive policy in the north-eastern district.

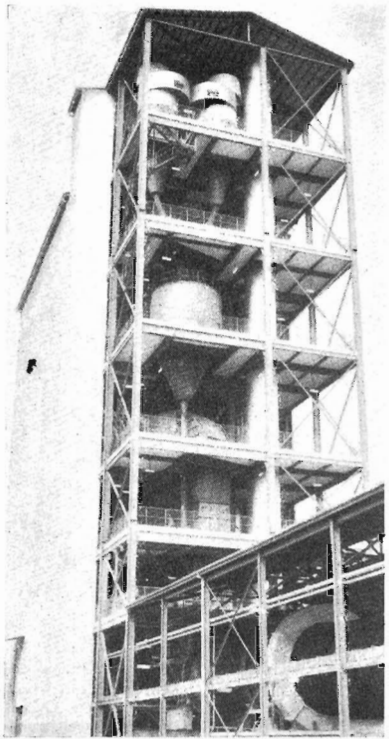
New N.G. rolling stock

IT is many years since narrow gauge rolling stock received a new letter designation, particularly as the number of operating lines has been reduced to one.

A passenger carriage imported from the Mt. Lyell Mining and Railway Company, Tasmania (*News Letter*, page 18) will be known as 1 NBL. The letter break-down represents N for narrow-gauge, B for second class accommodation and L to indicate that it was a Lyell carriage.

1 NBL will be used on the Belgrave-Menzies Creek line by the *Puffing Billy Preservation Society* and it will be particularly useful for the extension of services to Emerald. Three other carriages, all surplus to the Mt. Lyell railway, have been bought by the Society and will be shipped to Melbourne this year for conversion at Newport Workshops; they will bear the numbers 2, 3 and 4 NBL, respectively.

A £4 MILLION INDUSTRY OPENS AT WAURN PONDS



The 200 ft. high exchange tower, that is one of the highest constructions in the Geelong area. In the tower is equipment for drying and processing the raw materials with hot gases.

TRAIN loads of cement from the new £4 million cement works at Waurn Ponds are regularly reaching Melbourne.

The Premier of Victoria, Mr. H. E. Bolte, officially opened the plant on April 10 for The Victoria Portland Cement Company Pty. Ltd.

A special air-conditioned express train was arranged to take many of the guests from Melbourne to the Company's sidings.

Waurn Ponds, 7½ miles from Geelong, is on the main Warrnambool line. Three sidings, each half a mile in length, have been built where trains can be made-up for through running to Arden Street, North Melbourne, where the Company has also established a rail depot.

At the opening were 400 guests, including the Minister for Immigration, Mr. H. F. Opperman, and the Victorian Minister for State Development, Mr. A. J. Fraser.

The establishment of the cement plant was described as another step forward in the industrial development of Victoria.

Exploratory surveys for the plant site began five years ago. Altogether, 58 bore holes were drilled over a test area of 1,251 acres before determining the extent of deposits and the ideal works site.

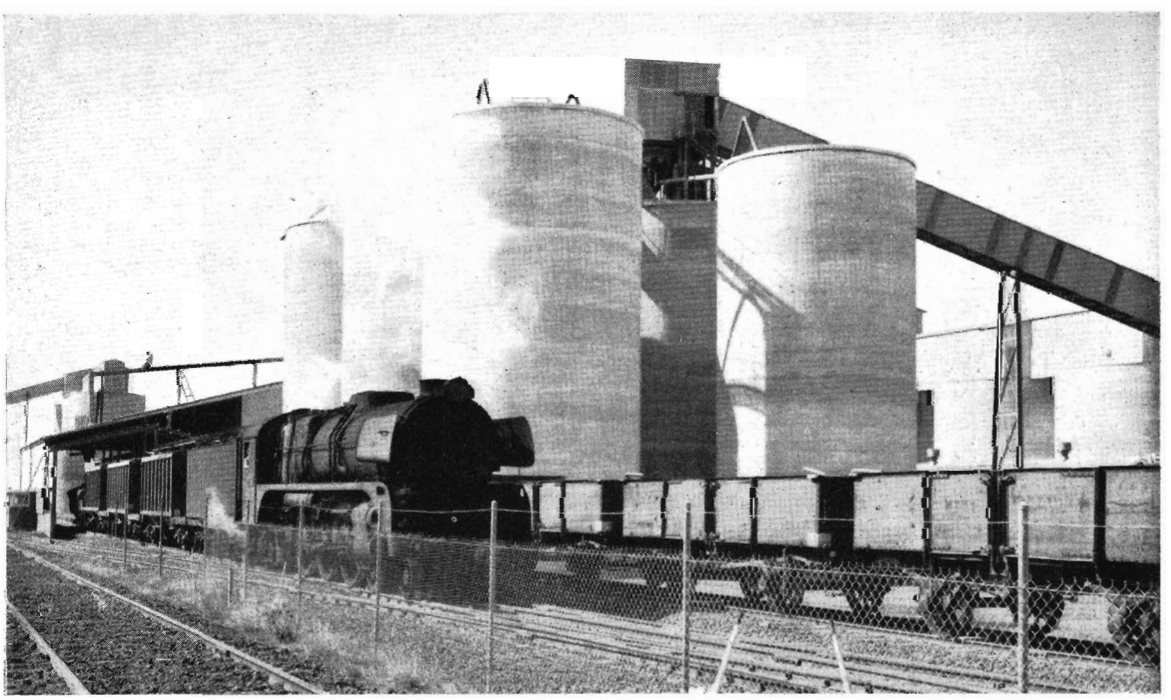
Basic raw materials, limestone and marl, were found to be of high quality. Both are quarried within 200 yards of the works. The material is crushed and elevated across the main Warrnambool railway line which separates the quarry from the works.

Construction began in October 1961. It is the only plant in Victoria, and the second in Australia, to use a dry cement manufacturing process. This gives greater economy of fuel—brown coal from nearby Anglesea—and less moving plant. Unlike normal cement works, there is no huge chimney at Waurn Ponds.

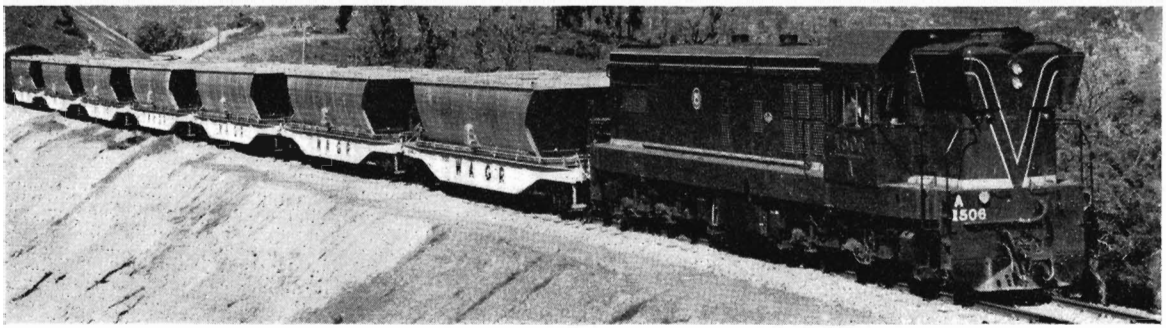
The plant has an output capacity in excess of 300,000 tons of cement a year.

Cement is one of the principal commodities carried by the Victorian Railways. In the last financial year, cement ranked fifth with 468,221 tons being railed for a revenue of £702,179.

The opening of Waurn Ponds will lift considerably the tonnage of cement railed, not only to Melbourne, but to railway stations on 4,266 route miles of the Victorian system.



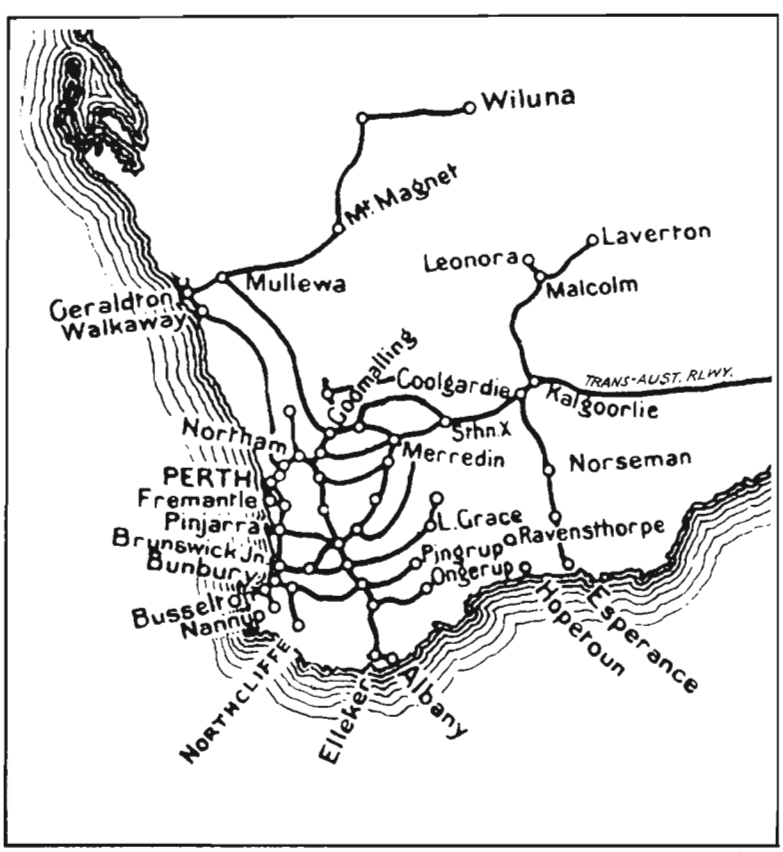
Cement train entering one of the Company's sidings at Waurn Ponds (*Photograph : Robert Pockley Studios*)



Bauxite ore in XB hopper wagons hauled by a special A class 1,435 h.p. diesel-electric.

WESTERN AUSTRALIA'S RAILWAYS

WESTERN Australia was the first portion of Australia to be "discovered" but the last to be opened for settlement. It occupies an area of 975,920 square miles, which is approximately one-third of the entire continent, yet its population of 750,000 is only one-fourteenth of the Nation's total and even then 80% of its people are concentrated in the south-western portion of the State.



Going abroad

Because of the States' vastness, Western Australians are very transport-minded and have probably made transport their most vital lifeline, for the State has one-sixth of Australia's rail and road mileage.

The first length of its 3′ 6″ gauge railway system was constructed in 1879 mainly to assist the lead and copper mining industry. By 1960, the system had grown to 4,120 miles, practically all built to assist in the development of the State rather than to handle assured quantities of freight.

In 1962, the Western Australian Government Railways carried a record 5,342,311 tons of paying freight which involved 831,126,673 ton miles. Its combined rail and road passenger miles for the year totalled 171,546,805.

The railway has been substantially improved to a very high standard in the past few years and is handling with success an increasing volume of traffic from a rapidly developing State. As improvements gain momentum still greater achievements are confidently anticipated in the future.

Earnings exceeded operating expenses by £2.04 million in 1962 and for the first time since 1946 were sufficient, not only to meet all outgoings, but also to make a substantial

contribution towards interest after covering depreciation.

Despite a substantial reduction in the volume of wheat and grain traffic available for transport in 1963, the buoyant trend in railway finances continued and earnings for that year were again more than sufficient to cover operating costs.

The influence of wheat and grain on railway operations in Western Australia is significant, but new business arising from the spectacular development of the State's mineral resources is expected to offset to some extent the fall in grain traffic resulting from the impact of rust and septoria in the 1963–64 wheat crop.

Passenger trains

Principal main line passenger trains, including *The Australind* (Perth–Bunbury express), *The Albany Progress*, *The Mullewa*, *TheKalgoorlie* and the *Westland* interstate express, have been extensively modernized. Up to date travel facilities such as modern buffet-lounge cars and two-berth sleeping cabins equipped with sponge rubber mattresses, carpets, curtains and the latest decor have been provided. The buffet-lounge cars enable passengers to enjoy refreshments en route, listen to radio and musical broadcasts and relax in the comfort of reclining seats.

On suburban lines, modern diesel rail-cars operate fast and regular schedules. Direct services are provided to more than 40 suburbs with a 20 minute day-time service and greater frequency during peak periods.

Free car parking facilities have been provided adjacent to suburban stations and a " Rapid Transit " system using suburban railways in co-ordination with road transport services is planned.

Buffet-lounge car of *The Albany Progress*

Railway buses

A unique feature of the W.A.G.R. is its Railway Road Service organization which operates a fleet of 54 passenger buses over 3,000 route miles. Luxury " Scenicruiser " buses, introduced in recent years, have proved extremely popular with both tourists and regular travellers. Main features of these buses, that are described as the most advanced in the Southern Hemisphere, include air bag suspension (you ride on air) and a raised deck for scenic viewing. Passenger amenities include adjustable reclining chairs, toilet compartment, forced ventilation and a built-in galley from which a hostess serves light refreshments en route and broadcasts interesting commentaries through a transistorized public address system.

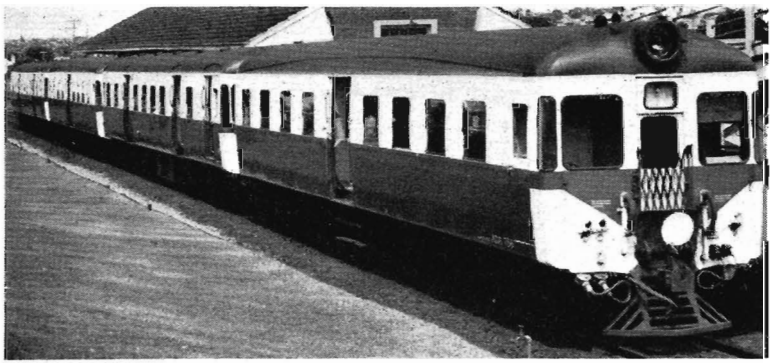
In addition to railway buses, over 240 road motor vehicles provide an integrated service with rail, mainly to handle perishable and other consignments between wayside railway stations and goods depots.

Operations of the streamlined road services section have added a welcome flexibility to railway passenger travel and freight transport in Western Australia.

Freight services

Freight train services have been re-organized and accelerated. " Next morning " delivery of traffic is now provided between the metropolitan area and main country towns. In effect, wagon loads of goods can be delivered to towns hundreds of miles distant as quickly as a letter. Mod-

The Australind **daylight express to Bunbury.**



Suburban diesel rail-car set.

ern mechanical handling equipment and specially designed wagons have been introduced and enable prompt receival, fast and punctual transport and the speedy discharge of goods of every description.

Recognizing that traffic volume is the key to railway economics, vigorous efforts have been made to stimulate increased business. These have resulted in a growth of traffic particularly of the co-ordinated rail and road business with the co-operation of private transport agents and contract carriers. For example, livestock " feeder " services are now provided by contract carriers operating within a radius of 50 miles from 20 railway points in various country districts.

The use of containers for inter-system traffic also has been fostered, and in 1962 an increase of 138 per cent in this traffic was obtained.

New rolling stock

A progressive policy of dieselization has been pursued and to date 75 diesel-electric, three diesel-mechanical and five diesel-hydraulic locomotives as well as 38 diesel-powered rail-cars have been commissioned. Additional main line diesel-electric locomotives and diesel-hydraulic shunting locomotives are in the process of delivery for 3′ 6″ gauge operations, whilst the first five diesel-electric transfer locomotives have been ordered for standard gauge duties.

Increased availability of such modern motive power enables continued acceleration of freight schedules, greater efficiency and the provision of further improved service to the public.

During 1963, 253 new wagons were placed in service. All the new wagons were bogie type, 135 being constructed in the Department's workshops and 118 by outside manufacturers. Included in the new wagon stock were bulk commodity wagons, fully refrigerated vans, bauxite hopper wagons and multi-purpose flat top cars.

The present construction programme includes bogie and single flat cars, bulk commodity wagons, double deck wagons and refrigerated vans and containers.

Track upgraded

Considerable progress has been made throughout the system in up-grading the track to permit heavier trains to operate at increased speeds.

Main lines and those in the suburban area have been extensively rehabilitated with new sleepers and heavy metal ballast, and relaid with 82 lb. rail welded into lengths of up to 270 ft. Other lines have been up-graded with 60 lb. and 80 lb. re-conditioned rails.

Modern steel and concrete bridges and concrete culverts have been erected at various localities and modernization of other structures has been carried out.

Extensive railway facilities have been provided at the expanding agricultural centre of Esperance.

Standard gauge

Rapid progress is being made in the construction of the £41 million standard gauge link between Kalgoorlie, Koolyanobbing, Perth, Fremantle and Kwinana which began in November, 1962.

This giant undertaking, described as one of the greatest single railway construction projects in the free world for a quarter century, is the key to the greatest industrial expansion in Western Australia's history and has enabled the State to win a £40 million integrated iron and steel industry to be built at Kwinana.

Earthworks and the construction of concrete bridges for the dual-gauge double-track section between Northam and Midland have been almost completed and track laying will follow. This section is being built on such improved grades that operational economies of more than £600,000 per annum are anticipated. It is expected to be in operation by 1966.

Work in connexion with the 100 miles of standard gauge railway between Northam and Merredin is also forging ahead. Development of the railway complex embracing extensive marshalling yard, freight terminal and locomotive depot facilities at Kewdale began this year.

In the Commonwealth–State agreement, the standard gauge project is due to be completed in 1968, but every endeavour is being made to finish the job ahead of schedule. Stockpiling of welded rails, sleepers and other material will ensure continuation of the progress already made.

One purpose of the railway is moving from one to three million tons of iron ore each year from Koolyanobbing to the iron and steel industry at Kwinana, approximately 313 miles distant.

Alumina industry

A new 27-mile railway completed in July 1963 is now carrying thousands of tons of bauxite from deposits at Jarrahdale to the new £10 million Alcoa of Australia Pty. Ltd.'s refinery at Kwinana.

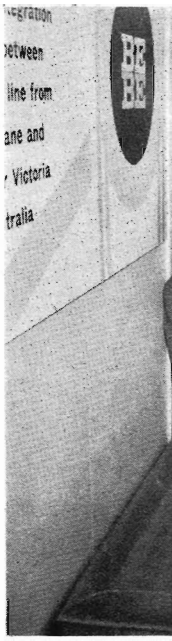
Operations on this line are demonstrating the efficiency of modern railway transportation. A train of 21 specially designed hopper wagons and powered by a special-type diesel-electric locomotive feeds 1,260 tons of bauxite ore to the refinery. Three trains a day will enable 1 million tons of bauxite ore to be carried in a year.

The tailor-made wagons are of world class and were designed and built at the Railway Workshops. They feature an all-welded aluminium alloy hopper with bottom discharge doors that operate pneumatically like the bomb-bay doors of a modern aircraft. Each wagon carries about 60 tons of bauxite which is loaded within five seconds from overhead bins at Jarrahdale. The bottom discharge doors enable immediate discharge of the load into under-rail hoppers or conveyors at the refinery.

Midland railway

In January 1964 negotiations were successfully completed by the Government for the takeover of the 277-mile Midland Railway which runs between Midland and Walkaway. Its ultimate integration into the Government railway system will enable better co-ordinated services on this line between the metropolitan area and the fast developing area of the north west of Western Australia.

RAILING CARS: This two tier car-carrying BKX rail wagon was the first fully loaded New South Wales vehicle of its type to pass through the Bogie Exchange Centre at South Dynon. The motor cars were destined for Western Australia—a total journey of 2,692 miles. The N.S.W. Railways will, ultimately, have 38 modern car-carrying wagons available to handle the expanding motor car and body traffic that at one time was extensively handled by road.



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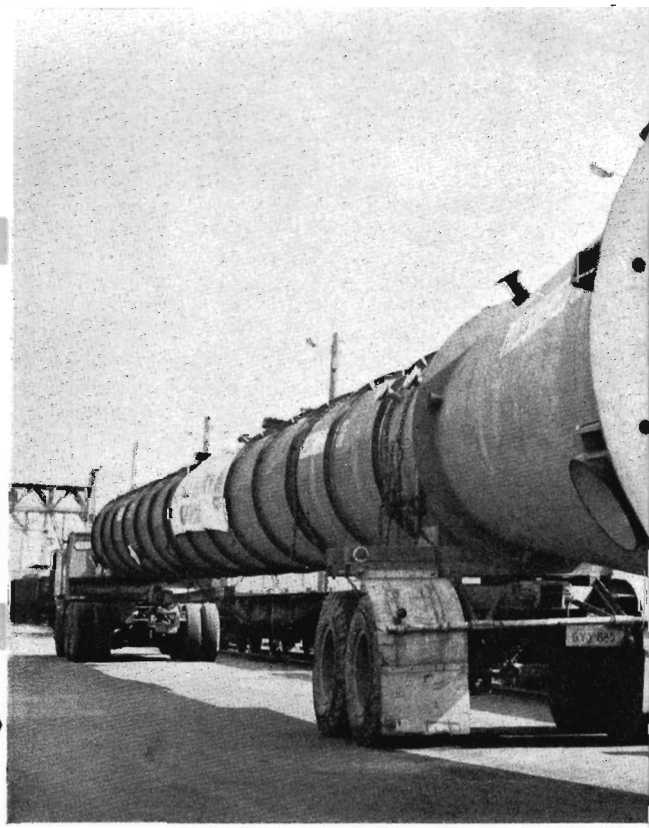
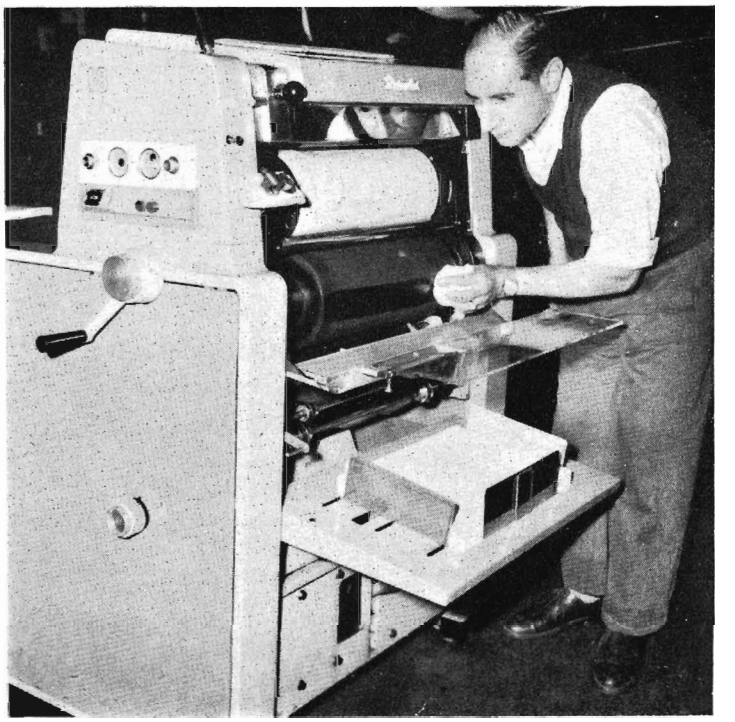


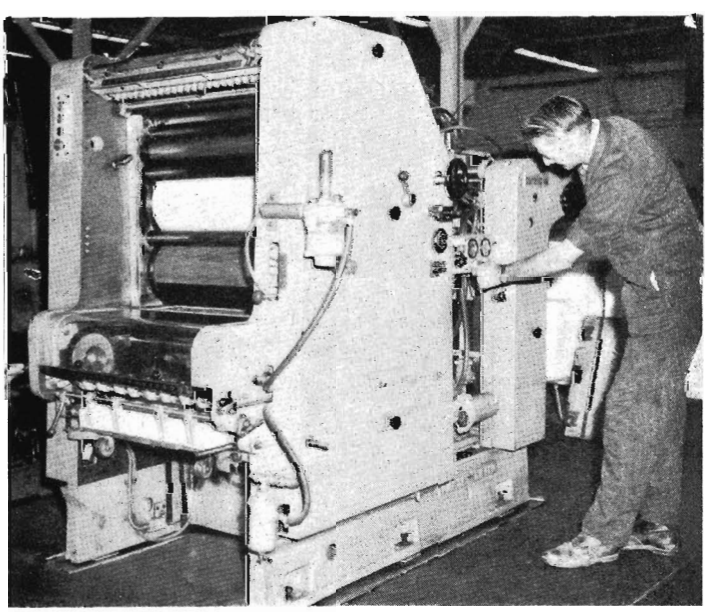
LONG LOAD: The longest single consignment to be moved over standard gauge reached Melbourne last month. Loaded at Cook's River, near Sydney, the 100-ft.-long pressure pipe will be used by the Shell Company's refinery at Corio, near Geelong.

Shell photograph

ren from the Bentleigh East State School were echanical, yet almost magic, operation of bogie ure, at the V.R. exhibit at the Grand Easter Show he Exhibition Buildings, Melbourne.



OFFSET PRINTING FOR RAILWAYS : These two machines recently installed at the Department's printing works print from photographically exposed plates of thin metal, instead of conventional metal type and expensive blocks. The Rotaprint (*above*) will print up to 4,000 sheets of paper, 14" x 20", per hour and the Aurelia, (*below*) up to 6,000 sheets, 18" x 24". So successful is this process and so great are the savings in the production of stationery and pamphlets, that an even larger machine, to handle paper up to 20" x 30", will be put in. First full colour productions are due out this month—"Flower and Feather" concerning Mt. Buffalo, and a leaflet for passengers on "Southern Aurora".



Photographs by
W. J. Halemba.

NEW BRIDGE SPANS THE GOULBURN

Breaking through a ribbon across the track, No. 7 passenger train " opens " the new Toolamba bridge.

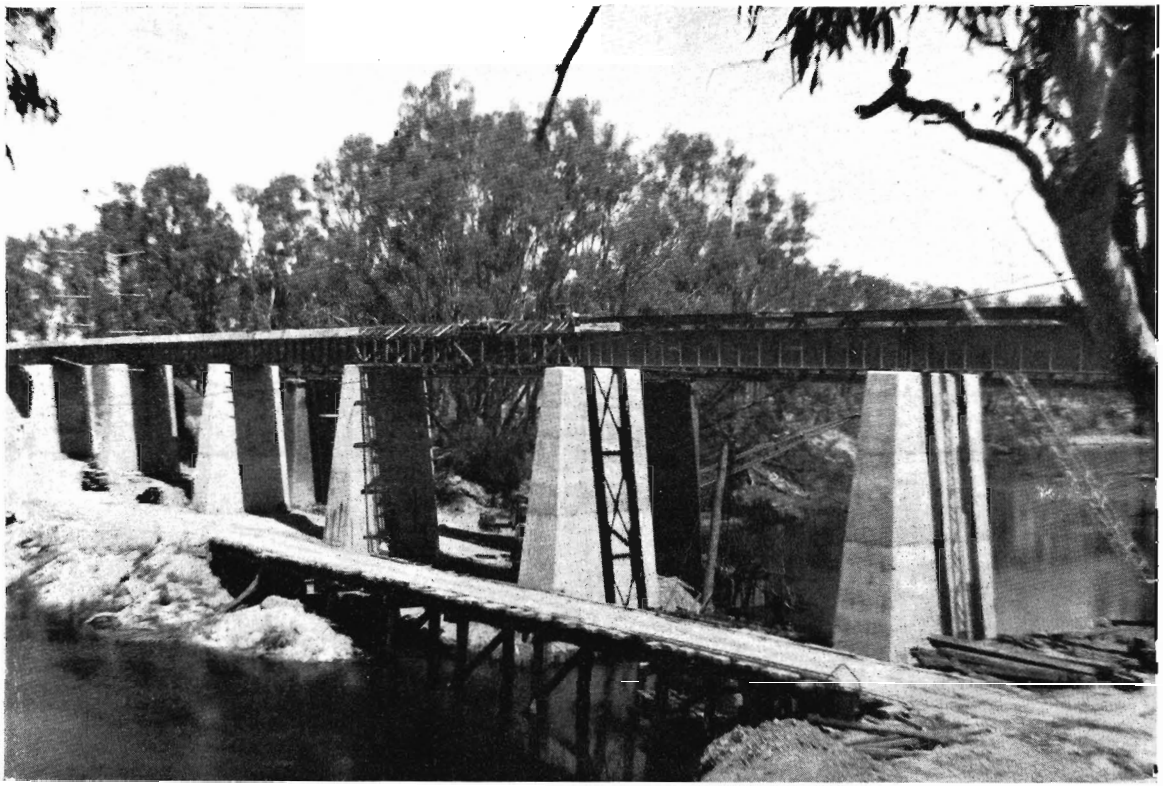
Members of the 35-man special bridge gang at Toolamba. *Below :* No 5 Matisa rams in ballast on the new bridge three hours before the first train crossed. Thirty feet to the right is the old bridge, showing the different track placing.

AS No. 7 passenger train snapped through a red, white and blue ribbon across the track at 11.32 a.m. on March 19, a loud cheer arose ; the job of the Toolamba bridge builders had been " unofficially opened ".

The new nine span bridge, of concrete piers and 63 ft. steel girders, crosses the Goulburn River shortly before the Echuca link leaves the Shepparton line. It replaced a 74-year-old four span structure, of brick piers and riveted steel-and-wrought-iron lattice trusses, that had reached the end of its economic usefulness ; it removed a speed restriction of many years standing.

When the line was opened in 1880, a timber bridge was used—for 10 years—to carry the track across the Goulburn, and some of its original piles were encountered in the water when today's bridge was being built.

The 1890 structure, that has just been replaced, featured a comparatively long centre span of 164 feet. This truss, however, was not in one piece, but consisted of a 90 ft. central suspended section, linked by pins with two 37 ft. sections at each end



New Toolamba bridge near completion. In foreground is the temporary timber bridge that allowed plant to be quickly moved to either side of the river as required.

that were extensions of the adjoining spans, cantilevered over their supporting piers. Way and Works engineers believe that the long span may have been chosen so that the central piers could be sufficiently spaced to be built on dry land when the water level was down.

Actually, the 1916 all-time high flood waters—about 32 ft. above normal level—gouged out so much ground in front of the Melbourne abutment that extensive repair work, using piles, timber sheeting, and stone filling, had to be carried out high on the river bank.

Because fallen logs lying in the normally slow moving waters of the Goulburn can be quickly transformed into battering rams by racing floodwaters, the piers had to be designed to withstand such violent shocks, as well as the stresses set up by debris held against the piers and the surge of the water itself.

A minimum clearance of 4 ft. above the 1916 flood level has been provided. The track is carried on a reinforced concrete deck cast on top of the girders, whereas it was half-way down between the trusses of the former bridge.

" Look - before - you - buy " mission goes overseas

THE Department is sending a special " computer mission " overseas before committing itself to heavy expenditure on electronic data processing equipment, a necessary tool for modern management.

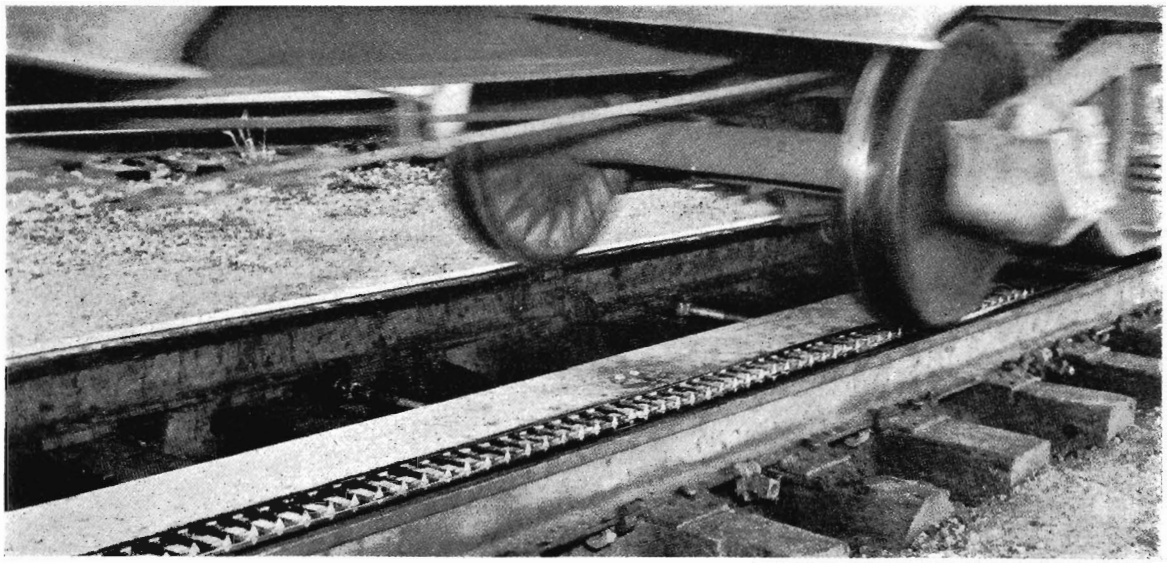
The " look-before-you-buy " team comprises Commissioner Mr. E. P. Rogan, Assistant Comptroller of Accounts, Mr. L. M. Williams, and the officer who will be in charge of planning and programming any computer system, Mr. R. Simpson.

The Department has already examined the use of computers for payrolls and stores inventories, and established their economic worth ; tenders have been called for suitable equipment. It is essential, however, for the Department to have first-hand knowledge and fullest details of trends in design, application, versatility, and miniaturization, also manufacturers' future plans, and to study the full application of electronic data processing for both accounting and operating purposes in railways.

While abroad, Mr. Rogan will also look at many aspects of the operation of other railways and will attend the annual convention of the International Labour Office at Geneva. He left early this month for Japan, and will return in September from America, after visiting Europe, Great Britain and Canada.

Messrs. Williams and Simpson, who will leave later this month, will join him in Rome. Mr. Williams will also study modern railway costing practices in America and Europe, while Mr. Simpson will concentrate on the mechanics of computer programming as used by overseas railways.

LINES FROM OTHER LINES



Detector fingers of the Wheel Checker are not depressed by the wheel unless a flange is broken. When this happens it starts warning devices.

Checking defective wheels

WHEEL Checkers—automatic detectors of broken flanges and loose wheels on moving freight cars—are growing in popularity in the U.S.A. says *Railway Age.*

Although the devices are usually installed on the approach track to yards, one railroad, the Baltimore & Ohio, as an example, is planning to install them on main lines. The decision to do this is largely due to the increasing number of trains not passing through marshalling yards.

The Wheel Checker has two detector units consisting of a series of metal fingers mounted between the rails (one for each rail, but not opposite each other), that are depressed by passing wheel flanges. A loose wheel or one with a broken flange will not depress a finger, causing an electrical circuit to be completed.

This causes a device to squirt yellow paint on the wheel of the vehicle having the defect. A relay unit is located at the detector, and this sends signals by telephone wires to an inspecting office about three-quarters of a mile away. Other railroads in the U.S.A. have reported success with Wheel Checkers. (*See picture above.*)

Bulk Cement

THE movement of bulk cement on the South African Railways has continued to expand since first introduced on an experimental basis in 1961.

The S.A.R. now has a fleet of 102 tankers with the building of more under consideration. All have a capacity of 40-tons and the bulk cement can be discharged at approximately one ton a minute.

The S.A.R. also has a fleet of 11 road-tankers each holding 20 tons of bulk cement.

Elephant trouble !

TWICE in one week trains of the Rhodesia Railways have been in collision with elephants, damaging both parties in the collision. One accident caused a signal box and telephone box to be knocked down. The second occurred when a goods train collided with two small elephants ; this time the locomotive was slightly damaged.

—*Railway Gazette*

Goodwill is vital

AN American survey estimates that the average retail business will lose 66 out of every 100 of its present customers during the next 10 years because of staff discourtesy, poor service and grievances not adjusted. Although this analysis was made into retail business, and therefore cannot apply directly to transport, it must not be forgotten that railways are also business and depend largely on good relations to hold and increase their business.

—(*South African Railway News*)

Motorists v truckies

PUBLIC pressure from motorists will tend to force road truckies to use piggyback rail cars, an executive of Canadian National Railways told members of the Automotive Transport Association of Ontario. He said that the number of vehicles per mile of paved highway in Canada would increase 25% by 1973. " Reaction of the passenger car owners will influence your move to the rails ", he told the truck executives. He added that danger to the transport drivers because of greater road congestion and higher speeds would also influence them.

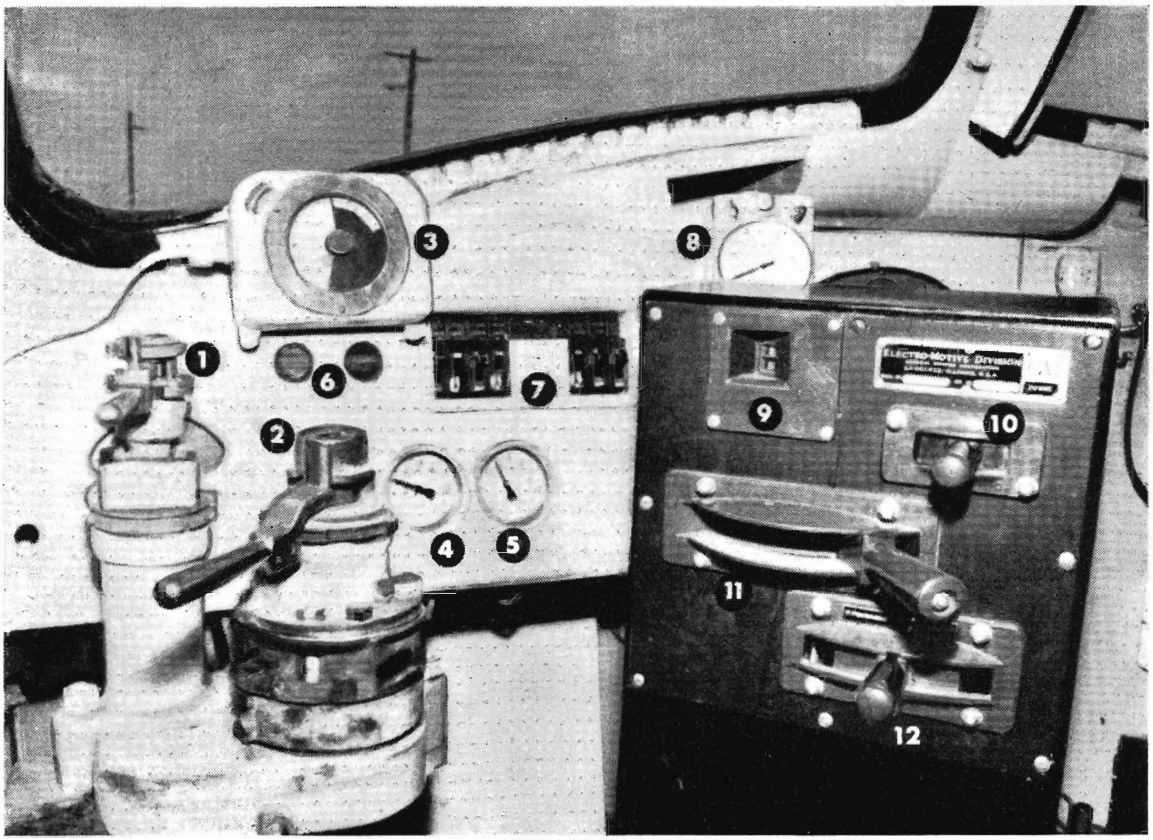
Deterrent dogs

BRITISH Transport Police now use about 40 dogs, mainly for guarding railway property where long lines of loaded wagons might tempt thieves. In 1962, dogs and their handlers made 193 arrests—107 more than in the previous year. The dog force will nearly double in the next few years.

Price on their heads

WITH vandals costing them £½ million a year, British Railways launched a massive offensive in March against the hooligans, with a £25 reward for tips that lead to convictions. Dog patrols are also being used in certain areas.

REINS FOR 1800 HORSES



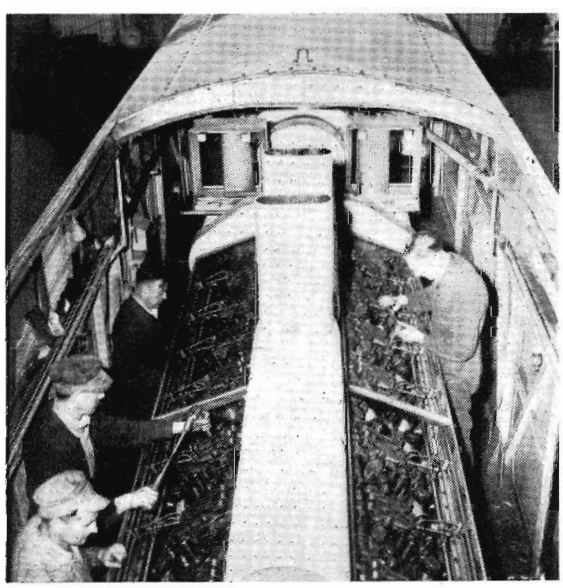
SHOWN above are the controls of an S class diesel-electric locomotive. They are :

1. Independent air brake valve operating engine air brakes only ;
2. Automatic air brake valve operating air brakes on engine and train ;
3, 4, 5. Air brake pressure gauges ;
6. Lights to indicate wheel slip and electrica grounds ;
7. Switches controlling various electrical equipment ;
8. Speed indicator and recorder ;
9. Throttle position notch indicator ;
10. Dynamic brake or throttle selector lever ;
11. Throttle dynamic brake operating lever ;
12. Forward and reverse selector.

Not shown in picture are foot-operated headlight dimming switch, wheel sanding pedal, windscreen wiper valve, and brake valve isolating cock.

* * * *

At right is shown the engine of an S class locomotive with roof panel removed during an overhaul. The 16-cylinder two-stroke engine operates at speeds from 275 to 835 revolutions a minute. Of the mechanical energy developed by this engine, 1800 horsepower is converted into electrical energy by the main generator and distributed to six electric motors that are geared to the wheels. Subsidiary generators provide current for radiator fans, operating controls, lights, battery charging and exciting the main generator.



AMONG OURSELVES . .

50 Years of Morse

Mr. Okey

DURING his 50 years service, Mr. W. J. Okey, who retired recently as Chief Telegraph Officer, has seen the growth of the Morse telegraph, and later its gradual overshadowing by the extension of the telephone system, the arrival of the selector telephones and, recently, the introduction of the teleprinter. In the heyday of the telegraph - about 1920 - said Mr. Okey, there were 50 telegraphists at Spencer Street. Mr. Okey who has been in the Head Office telegraph section for 30 years, has a high opinion of the accuracy and reliability of Morse.

Mr. Okey's family has an unusual record of railway service. He joined the Department on 19.1.14 and his brother Roy (Stores Branch, Newport Workshops) will have had nearly 51 years service when he retires in August next year. In addition, their father was a driver.

On Norfolk Island

YOU may find a retired V.R. man in many an odd corner of the country. In fact, there's even one on remote Norfolk Island . . in the person of Mr. E. W. (Ted) Ingham. Mr. Ingham's Departmental career was spent in the Refreshment Services Branch and many railway men will probably recall him as manager of the Mt. Buffalo Chalet in the 'forties. They will also wish him all the best for his 83rd. birthday on the 20th of this month.

Women are unpredictable. You never know how they are going to manage to get their own way.

Franklin P. Jones

First V.R.I. Lecture

PUBLIC Relations, advertising and publicity will be the subject of this season's first V.R.I. lecture that will be held in the V.R.I. Ballroom, Flinders Street on Wednesday, June 24, at 8.15 p.m. Mr. H. R. Hauptmann, Chairman of the Public Relations and Betterment Board will devote most of his "yap on PRAP" to colour slides.

At the conclusion of the evening, a light supper will be served to all who desire it. Free rail passes will be provided for off-duty country railway staff who wish to attend. Applications for a pass should be made to the General Secretary, V.R.I., Flinders Street.

P.F.O. retires

PRINCIPAL Fares Officer Alon Fergeus retired from the Department last month with just ten months service short of 50 years.

Mr. Fergeus

Starting as a Clerk in the District Superintendent's Office at Maryborough in 1915, he learnt shorthand and taught himself to type; qualifications that brought him to the Commercial Branch in 1921 for duties in the Goods Room, Statistical Section, and then as a clerk in the Passenger Room.

In 1934 he was instrumental in having the present procedure of weighing newspapers adopted. This brought him into close contact with newspaper officers for 13 years. He then became a commercial agent until his return to the Passenger Room in 1960 and subsequent promotion to Principal Fares Officer in 1962.

His retirement will allow more flexibility in his association as Secretary with the Gardiner Church of Christ, one of the biggest in Victoria.

He has been a Sunday School teacher since 1921 and was Secretary, Treasurer and a playing member of the Church cricket team from 1931 to 1962.

His personal interest in youth activities of the Church led to establishment of a camp at Belgrave Heights which can accommodate 150.

On the eve of his retirement, Mr. Fergeus said there was one thing he is glad to be missing—the introduction of decimal currency.

He's on the Ball

So, if you want to be at the Ball—the V.R. Staff Ball, of course—then contact Ray Baumgartner, the new ticket secretary of the Staff Ball Committee. Ray will be glad to accept your booking from May 18. His address is Room 61, Head Office (auto. 2497).

Pen friend wanted

MR. B. R. Gardner, of 921 Willow St., Martinez, California, U.S.A. writes to say that he would like to correspond with an Australian engine driver. Mr. Gardner adds that he "is 60 years old and is one of the senior engineers on passenger runs out of the San Francisco Bay area." He also mentions that he has been corresponding with an English engine driver for 20 years and it has given them both a lot of pleasure. Mr. Gardner is interested in living conditions and costs in Australia.

Read to shreds

MANY readers pass their *News Letters* on to friends, some of whom are overseas. In one case we heard of, the magazine finishes up in the church library of an industrial parish in England. And the minister in charge has occasionally used extracts from *News Letter* in his parish magazine. The minister, who receives N. L. from Mr. W. J. McIver, Electrical Mechanic at North Melbourne Workshops, says that it is so popular that it is "read to shreds."

BOOK NOTES

FROM V.R.I. LIBRARIAN

TWO excellent novels newly arrived in the Library are *The Man in the High Castle*, by Philip K. Dick, and *Stranger in a Strange Land*, by Robert Heinlein.

The first pictures the world as it may have been if Germany and Japan had *won* World War II and how the lives of certain American and Japanese people are affected by two books : one is the ancient Chinese *Book of Changes*, the other a subversive novel which pictures the world as it may have been if Germany and Japan had *lost* the war. Intriguing !

The second novel begins with an expedition to Mars, the only survivor of which is an infant born on the planet and raised by the Martians. Twenty years later he is rescued by a second expedition and brought back to Earth. The effect of our strange civilization on this boy, and his effect on us, are brilliantly and convincingly described.

Altogether two of the most exciting and exhilarating novels ever to come my way. Both winners of the American Hugo Award, both examples of the ever-broadening stream of science fiction for people who don't like science fiction.

Praised by *The Times Literary Supplement* and other highly-respected reviews is a weird little book by—of all people—one of the Beatles. *John Lennon in his own write* is crazily funny, in style a mixture of James Joyce, Lewis Carroll and Spike Milligan. Regular Beatle fans won't know what to make of this, but I suspect many squares like myself will become fans of this particular Beatle.

Officers go abroad

Messrs. L. M. Williams, Assistant Comptroller of Accounts (*left*) and R. Simpson who are leaving this month on an overseas mission (see story, page 75).

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Nolan, J. P., Newport
Hodgson, A. J., Newport
Murray, M. J., South Dynon
Robb, P., South Dynon
Olsen, H. E., Nth. Melb. Shops
Dean, A. H., Seymour
Bernard, J., Geelong
Gray, C. L., Newport
Nalty, E. V., Nth. Melb. Shops
Parkinson, W., Ballarat Nth.
Browning, H. G., Ballarat Nth.
Bates, S. H., Newport
Tilley, R. E., Newport
Carty, U. E., Newport
Dickson, R., Ballarat Nth.
Fidani, F. A., Jolimont
Gerkens, J. H. A., Newport
Lang, R. C., Dimboola
Kean, T., Newport
Hilton, W., Newport
McDonald, A. T., Newport
Davidson, J. A., Nth. Melb. Shops
Rolfs, T., Seymour

WAY AND WORKS BRANCH

Evans, R., Ironworks Division
Dalziel, A. R. K., Caulfield
Smith, G. S., Laurens Street
Petersen, W. A., Laurens Street
Cantwell, P. F., Echuca
Prosser, C. A., Ballarat

TRAFFIC BRANCH

O'Meara, J. E., Camberwell
Crocker, G. E., Chelsea
Culhane, D. G., Melbourne Goods
Dilger, L., Frankston
King, L. J., Ararat
Wilson, W. G., Carnegie
Viccars, G., Ballarat
Callanan, F. J., Spencer Street
Franklin, G. W., Spencer Street
McNamara, J. T., Elsternwick

ELECTRICAL ENGINEERING BRANCH

Clark, W. J. F., Jolimont Substation

STORES BRANCH

Crimmins, N. J., Permanent Way Materials Depot

REFRESHMENT SERVICES BRANCH

Affleck, G., Central Store

. . . AND DEATHS

ROLLING STOCK BRANCH

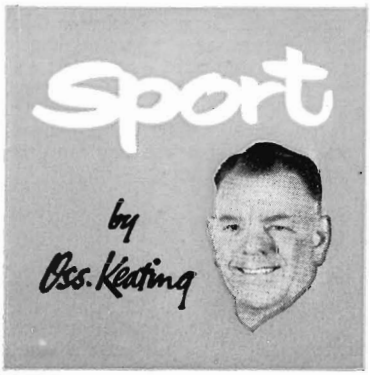
Hunt, J. E., Jolimont
Sanderson, J. W., Jolimont
Dean, J. H., Nth. Melb. Shops

WAY AND WORKS BRANCH

Pinder, W. H., Bendigo
Mongor, E. C., C/o Signal & Telegraph Engineer
Kettyle, C. E., Benalla
Neary, D. A., Caulfield
Smith, E., Bendigo
Patella, F., Flinders Street

Put to good use

THE Mosanto Chemical Company, of St. Louis, U.S.A., has purchased a railway carriage and converted it into a completely equipped mobile instrument training school. It moves between their American plants, doing continuous duty in the training of technical staff and tradesmen.



Country Cricket Week

TEAMS representing Traralgon, Korong Vale, Korumburra, Benalla (Section 1), Ballarat, Warragul, Geelong and Dimboola (Section 2) assembled at Royal Park on Monday, March 16, for the 1964 Country Cricket Week. After being welcomed by Mr. W. Walker, Secretary for Railways, and Mr. L. A. Reynolds, General President of the V.R.I., play began at midday and continued throughout the week with the final, between Korumburra and Ballarat, being played on the Friday.

Many fine performances were recorded ; among the best were Keith McPhee's 136 for Dimboola against Ballarat ; the excellent scoring of L. Ralph (98 n.o. and 88 n.o.) for Warragul ; the consistant batting of W. McKay (highest score 151 n.o.) ; and S. Wallis for Ballarat. Without a doubt, the all-round ability of G. Challis (Korumburra), who produced a match winning effort in practically every game, made him the outstanding player of the week.

Teams were divided into two sections. The section winners were Korumburra and Ballarat, who contested the final.

Unfortunately, some rain fell during the early hours of Friday morning and it was obvious that whoever batted first would be in real trouble. So it proved ; Korumburra won the toss, sent Ballarat in to bat—and then dismissed them for 63. Challis was the wrecker, taking 8/32, with Stan Wallis (37 runs) being the best of the Ballarat batsmen. The wicket was beginning to dry out as Korumburra began their innings and, although their batsmen were in trouble early, the result was never in doubt after the luncheon break. They put together 258—Challis this time starring with the bat and making 138 before being run out.

The D.S.J. Shield was presented to the Korumburra Captain, Jack

Baird, by the Deputy Chairman, Mr. G. F. Brown, at a short ceremony immediately after the match. It was most gratifying to see a new Centre, Korong Vale, enter a team, and older Centres, such as Warragul and Dimboola, again participating in the Country Week fixture.

Tennis

COUNTRY Tennis Week was held at the V.R.I. Tennis Courts at Royal Park from April 13 to 17. Team entries were received from Benalla, Dimboola, Ballarat, Geelong, Ouyen and Wodonga, while individual entries were received from Stawell, Ultima, Bruthen, Fernbank, Robinvale and Maryborough.

The teams championship resulted in a win for Geelong (F. Jones, Capt. ; K. Barnett ; A. Bandrup ; B. Chirgwin) who beat Wodonga (T. Fitzgerald, Capt. ; G. Inglis ; M. Hibberson ; L. Duncan). The Country Railways Single Championship was won by Ken Wyllie of Ouyen, who beat Tom Fitzgerald of Wodonga. Ken also won the Country Open Singles Championship ,this time defeating Keith Barnett of Geelong.

Mr. L. A. Reynolds presented the trophies at the conclusion of play on Friday, April 17, when afternoon tea was served to players and spectators at the Royal Park Club rooms.

Interstate Bowls Carnival

ALL the Australian States and New Zealand competed in the 1964 Interstate Bowling Carnival, held in Sydney from February 24 to March 6. The Victorian team of 20 with their manager, Mr. C. Hunter, and Institute Representative Mr. F. Orchard, had a very enjoyable, and might I add, a very successful carnival. Our team was undefeated in the test matches, winning the Commissioners' Shield, the A. G. Denniss Cup, and the Davey Paxman Trophy for the winning skipper Gil Sargeant—whose rink (A. Polson, R. Anderson and C. Summers) went through the series without a defeat. They also won the Anderson Cup for the Reserve rink (one defeat).

Our Singles representative—L. Hindson—reached the final of his event but was beaten by Tasmanian S. McHugh after a great game. Our pair, K. McElhinney and N. Townsend, met the same fate, being beaten in their final by the South Australian pair, M. Brougham and K. Griffiths. Heartiest congratulations to this Victorian Team for the many honours they won.

Mr. W. Walker, Secretary for Railways (*left*) and Mr. L. A. Reynolds, General President, V.R.I., chat with captains of teams competing in Country Cricket Week.

Table tennis

A reminder is given to table tennis players that the annual V.R.I. championships will be held at Albert Park on Sunday, May 31. There will be a special event for country players only.

Bowls Week

A total of 127 players competed in the 1964 Country Bowls Week. The fixture was opened on April 6, at the Albert Park V.R.I. Green, by the Chairman of Commissioners, Mr. E. H. Brownbill, and the players were welcomed by Mr. L. A. Reynolds.

Unfortunately the week was marred by bad weather and, as a result of the time lost, the singles were cancelled. However, all other events were concluded, with the fours championship proving a triumph for Ballarat, their No. 2 team (skippered by O. Hauser) beating No. 3 team (R. Laycock, skipper) in the final. The pairs championship was won by J. MacFarlane and L. Hindson, of Bendigo, who beat J. Harrop and E. Maskeill of Maryborough, 19/11. Incidentally, the Maryborough pair was also runner-up in this event last year. The consolation fours resulted in a win for the Bendigo No. 4 Team (skipperd by W. Bullock) with the Dimboola team (F. Townsing) being runner-up.

Trophies were presented by Mr. Commissioner E. P. Rogan, at a function held in the Albert Park–V.R.I. Club rooms.

Interstate Billiards

THE Annual Interstate Billiards and Snooker matches between the South Australian Railways Institute and the Victorian Railways Institute were held in Adelaide from March 1 to 8. The Victorian Representatives were : T. Hoare (manager) K. Dunne (captain), C. Carmody, V. Alembakis, W. England, N. Lancaster, J. Dyson, J. McKain and L. Saulys.

South Australia beat Victoria, 22 games to 14, with the result in doubt almost to the last game. The Individual Championships resulted in a win in both events for Victoria. C. Carmody (Vic.) beat J. McKain (Vic.) three frames to two, for the Snooker title, and J. McKain (Vic.) won the Billiards title from W. Fuss of South Australia, 400 to 120.

Sporting Flashback

ANOTHER railway sportsman recently featured in the daily press, is our old friend, Dick Harris, Clerical Assistant in the Production Office at Spotswood Workshops. Dick has many claims to fame in the football world. He played 196 games with Richmond (injury prevented him from topping the 200 mark) ; he represented Victoria seven times in interstate games ; was the only rover to win the league's goal kicking award (1943) ; and had the unique distinction of having been a member of a premiership team in his first (1934) and last (1943) league season.

But there's one claim the press missed—Dick captained and coached Spotswood Workshops in 1946, the only time they won the premiership of the V.R.I. Football League.

His vote for the hardest player to beat goes to Clem Denning, ex Fitzroy back pocket champion, and he nominated " Duffy " Plummer, of Essendon, as easily the toughest opponent he met. Congratulations on your appointment as coach of Richmond, Dick, and I hope you give the tigers a more ferocious roar.

Golf Correction

IN the February issue of *News Letter* I reported that Lou Morvay beat Brian Gaffey in the final of the V.R.I. Golf Club's Open Championship. This was not so - Brian Gaffey won that event and is the Club's Open Champion. Lou Morvay was the runner-up in the event. My apologies to Brian.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 1400—64

VICTORIAN RAILWAYS

NEWS LETTER

JUNE

VR

1964

THE MONTH'S REVIEW

Racehorses railax

ACCORDING to a leading Melbourne trainer, rail travel-mainly because it is at ground level - suits racehorses best for long journeys. The schedule for a number sent recently from Melbourne to Brisbane enabled them to break the journey with a rest in stables at Sydney, thus helping them to arrive in tip-top condition.

A colour problem

IN designing the Departmental poster for football traffic, V.R. staff had a real colour problem on their hands. The poster had to be colourful and attractive, without using the colours of any of the clubs. After all, you could hardly expect Collingdon followers to look favourably on a poster done in Essenwood or St. Moorabbin colours, now could you? Well, there are yellow and red on the poster... but no black. Instead, a special charcoal grey was used. There were no one-eyed artists on that job.

More cuts in livestock rates

LIVESTOCK rates from another 12 Victorian centres will be reduced by 25% from July 1.

The centres are Tatura, Shepparton, Trafalgar, Kyabram, Numurkah, Horsham, Heyfield, Sale, Echuca, Yarrawonga, Wangaratta and Benalla.

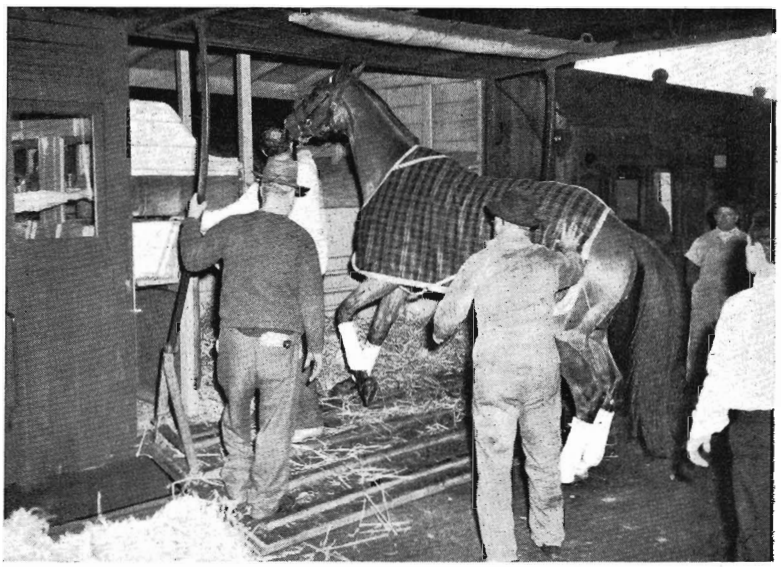
This extension of cut rates brings the number of centres at which they apply, to 77.

Contracts for the cut-rates will be abolished, also from July 1. This means that the new rates will be available generally at all 77 centres.

The lower rates were first introduced in 1962 and since then the livestock traffic at those towns has increased overall by 71%. When the first seven stations were selected, the reduced rates were purely on an experimental basis. The results were sufficiently encouraging to extend the experiment to a number of other stations.

The question of whether the reduced rate should be introduced at a particular station is a matter of business economics. To produce the same revenue as previously, an increase in traffic of 33⅓% is required. However, additional cost is incurred in handling an increase in traffic, so that, broadly, unless an increase of 50% in livestock traffic can be expected as a result of the lower rate, its introduction is difficult to justify.

A review had been made of all country centres where regular livestock markets are held and, from these, the 12 centres mentioned above appeared to have the traffic potential to justify extension of the cut rate.



At Dynon, Aquire entrains for a railaxing trip to Brisbane.

Who needs the protection?

THE Department is regularly approached by councils, progress associations, civic organizations and private people with the demand that flashing lights or boom barriers be installed at one crossing after another.

To install flashing lights costs about £4,000, and boom barriers about £12,000 a crossing.

The reason given is always the same - to provide greater protection for motorists.

Yet it seems that it is not so much the motorist who needs protection but rather the train passengers and train drivers. Because many motorists simply ignore warnings at level crossings.

In recent months, numbers of them have been heavily fined in courts for going over rail crossings while lights were operating. There have also been instances where motorists have deliberately driven around boom barriers while they were down against road traffic.

Prosecutions have even resulted from train drivers recording the registration numbers of offending vehicles going over the crossing within a few feet of the train.

During the month of March, police detected 61 motorists who failed to stop while flashing lights were operating at rail level crossings. Of them 46 were in Melbourne suburbs and 15 in country districts. The detections followed only routine road work by police.

New record on S. G.

STANDARD gauge trains established a new freight record for the week ended Saturday May 23. A total of 44,418 tons of freight was railed, an increase of 856 tons on the previous record established earlier this year. Freight from Melbourne was 21,056 tons, while 23,422 tons were railed to Melbourne.

Up to seven trains ran to Melbourne each day, and Sunday, May 17, saw a maximum loading of 4,726 tons.

In the reverse direction, there were also up to seven trains each day; the heaviest day's loading was on the Friday, with 3,844 tons.

Steel and scrap iron, motor cars, Flexi-Van traffic, contract loading and fresh fruit comprised most of the freight.

During the same week, freight railed between Melbourne and Adelaide totalled 25,332 tons.

FRONT COVER

At Newport Workshops, plastic face shields protect Wood Machinists M. Clancy (*left*) and R. Sandilands as they machine doors for *Harris Trains*. (See page 84 for story on plastics in the railways).

Across the nation

AUSTRALIA'S seven railway systems are jointly promoting, on a national scale, railways as a major industry of vital importance to the community.

In recent years, public interest in railways has been greatly stimulated by a succession of undertakings that culminated in the opening of the Melbourne-Sydney standard gauge link, with its introduction of inter-capital fast freighting, and its luxury travel by *Southern Aurora* and *Spirit of Progress* to match that already established on the Melbourne-Adelaide route.

The growing fleet of powerful and efficient diesel-electric locomotives and custom-built wagons for special commodities have shown that the railways are aggressively seeking business.

Other major projects now being undertaken in Australia include the standard gauge link between N.S.W. and Western Australia and the reconstruction of the Mt. Isa-Townsville railway, that involves, in all, the building of 1,450 miles of track at a capital cost of £84½ million.

The decision to promote the "Railways of Australia" stemmed from a discussion at the Australian and New Zealand Commissioners' Conference, held in Hobart last November.

Australia's railways represent a capital asset of £782 million - about six times that of the country's biggest private company - and they hope, with national promotion, to satisfy the growing public interest in Australia's largest industry.

Yeah! Yeah! Yeah!

DID you know that the Department had a beetle? It went out of service only eight years ago. Of course, the name was spelt a little differently from those that are in the news at present. But it could be held that, in these matters, the sound is more important than the sense. At any rate, it had one thing in common with the Beatles. Part of it came from England.

The V.R. *Beetle* was Rail Motor No. 9 that ran between Somerton and Fawkner up till 1956. The turned down roof caused it to be affectionately known as *The Beetle*. Driven by a 45 h.p. engine, it could seat 43 passengers. The motor chassis was imported from England, and, at Newport Workshops, was fitted with a body and adapted for rail tracks.

It went into service in 1924. By 1926 similar rail motors served more than 20 branch lines throughout Victoria.

Luggage trolleys on trial

IN the near future, the Department proposes to put on trial at Spencer Street station two styles of "push-it-yourself" prototype trolleys to carry passengers' luggage. They will be supplementary to the service given by the Red Cap luggage porters.

Y's can do it

THE 650 h.p. Y class diesel-electric has proved itself an excellent utility locomotive.

Apart from their main job of shunting, the Y's have been a success on Werribee passenger train services, and in freight train operation.

Coupled in pairs, they have hauled loads of more than 1,400 tons on the Geelong line. Two of the Y class locomotives have also been made available for standard gauge pilot and ballast train work.

The Y's are capable of multi-operation and can be built up from single units to multiples of two, three or four, thus enabling them to haul heavy train loads.

Puffing Billy line

THE opening of the narrow gauge line as far as Emerald has had to be postponed until later this year reports *Narrow Gauge*, the official publication of the Puffing Billy Preservation Society. The exact date will depend on the severity of the winter.

Award for V.R. Display

AT the Grand Easter Show held recently in the Exhibition Building, the Department's display was awarded a certificate for the Best State Government Exhibit.

V.R. History

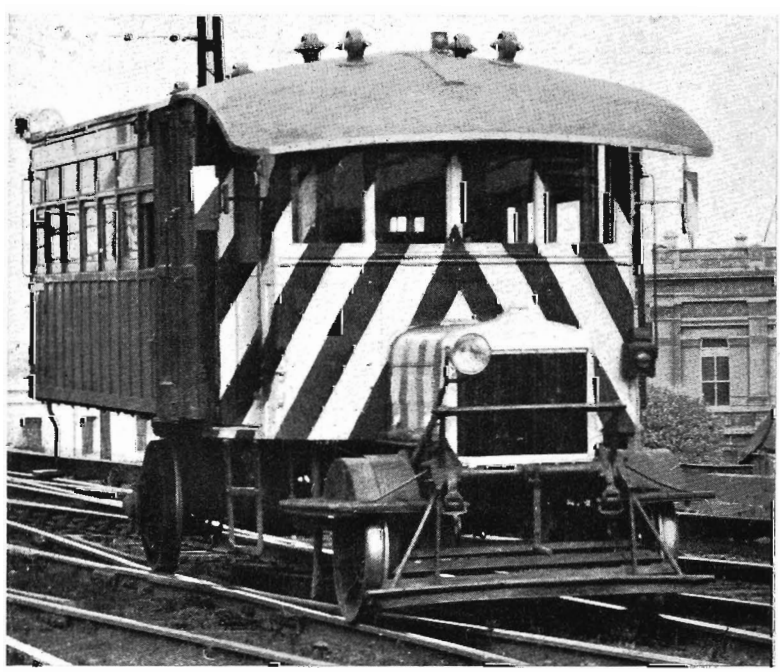
IF you have paid for your copy of the Department's official history "V.R. to '62" - but have not yet received it, then you're one of those people for whom the Public Relations and Betterment Board is looking. There are 39 copies of the history that have been paid for, but efforts, so far, have failed to trace the owners. The address of the Board is Room 98, Railway Offices, Spencer Street.

Special train

I have been asked by the Premier and Members of all Parties who attended the funeral of the Honorable W. J. Mibus, M.L.A., at Horsham, to pass on to all concerned with the arrangements their very keen appreciation of the efficiency with which the trip was organized by your officers.

I would like to add my personal thanks for the expediency with which all arrangements were carried out at such short notice and would be grateful if you would pass on to the appropriate officers the thanks of the Members of Parliament concerned.

E. R. Meagher, Minister of Transport, writing to the Chairman



The Beetle on its way to Newport Workshops in 1956 after closing of the service.

PLASTICS HERE, THERE, EVERYWHERE

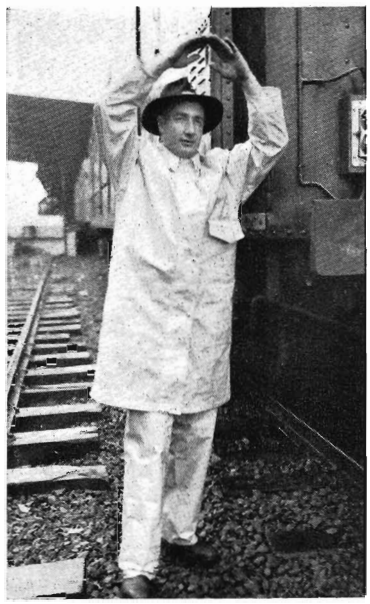
READERS with grey hairs may recall the days when only a couple of plastics were commonly seen about the house. They went under the trade names of celluloid and bakelite; what their chemical names were, nobody knew—or cared. Celluloid often made its appearance in the form of collars for small boys. Those stiff collars were grimly tolerated by the party who wore them but viewed with great favour by another party—the busy mother who could so easily clean them with a damp cloth. Unfortunately, being very inflammable, they could also set the small boy on fire—an occurrence viewed with disfavour by both parties.

Since those far-off days, there has been a "plastics explosion". In Australia alone, the value of goods produced by the industry has, in the last 10 years, shot up from £2½ million to more than £60 million—and the reverberations have penetrated every avenue of the Department's activity.

From the insignificant plastic covered ball point pen to the second series of *Harris Trains*, this product of modern technology has proved itself an adaptable material.

Use of the ball points, for instance, has saved the Department not only pencils, pen holders and nibs, but also blotting paper.

The interiors of the 210 *Harris Train* carriages feature the almost complete use of plastic materials. The walls and ceilings are of decorated laminated plastic-faced panels, while the floors are completely laid with polymono chloro-ethylene (PVC) titles. The fluorescent lights are housed behind acrylic protecting and diffusing strips, while much of the wiring both for lighting and power is insulated with PVC.



Plastic overcoats and pull-ons issued to shunters and other staff not only have longer life but their bright yellow colour gives increased safety.

Similar materials have been used in the country and interstate saloon type air-conditioned carriages. Blinds and upholstery for carriages use 17,000 yards of plastic-coated cloth per year, valued at £13,000. A recent decision is to use rigid urethane foam instead of corkboard for the underfloors.

On the civil engineering side are a large number of items of plastic ingredient. The buildings at Dynon for handling the enormous amount of standard gauge traffic between Melbourne and Sydney have corrugated acrylic sheets in place of glazed skylights; and water soluble plastic paint was used on the internal walls. In the new Spencer Street station terminal, vinyl asbestos floor and wall tiles were used extensively throughout.

In selected positions and for certain types of chemicals, plastic waste pipes have replaced metal in laboratories and other places where such chemical effluents would cause damage to the metal. The use of plastic trays for storage cells in steel battery boxes has eliminated acid corrosion.

High impact, acid resistant, polystyrene cases instead of glass are provided on long-life lead acid storage cells used for signal and communication power supplies. Wooden plate separators have also been replaced by porous P.V.C.

Rigid urethane foam is now being used instead of corkboard for the underfloors of *Harris Trains*.

Clothing

Safety helmets, goggles and lenses manufactured from plastic are now a common sight on any of the Department's major construction works.

In addition, plastic-dipped fabric industrial gloves are used for the protection of workshops' staff. Shunting staff and track force men now wear water-proof raincoats and leg pull-ons of plastic material. In addition to the longer life of the garment, the safety factor has been increased by obtaining this waterproof clothing in bright yellow. Locomotive crews have little difficulty in seeing shunters and track force even in very poor visibility.

Except for a few special instances, PVC insulation has been adopted for all electrical cables because of its lower cost, longer life, easy installation and waterproofing properties.

Signalling installations

For automatic signalling installations, the use of nylon bushes, end posts and fishplate channel insulations has increased the life of the insulation material from a few months to over a year ; the savings from less frequent renewals are considerable. Flexible and standard metal conduits in signal installations are being eliminated by the use of PVC covered cables and plastic conduits. Protection to cables subject to oil damage, is afforded by the use of PVC sleeving.

Modern signal " plug-in " relays are encased in moulded polystyrene in place of glass and metal housings and, having a bakelite " plug-in " base, rapid interchange of " plug-in " relays can be effected.

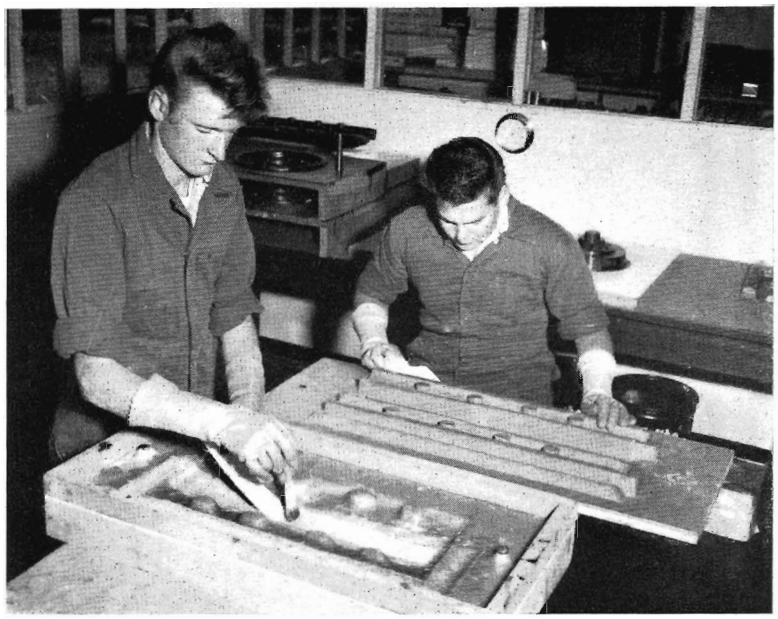
Perspex light tunnels transmit visual indications on signal control panels and diagrams. Coloured light filters are manufactured of acrylic material and the lamp housings are of moulded bakelite.

Control wiring is terminated with PVC insulated crimp-on lugs, and nylon multi-conductor connecting plugs are used where wiring is to be readily disconnected.

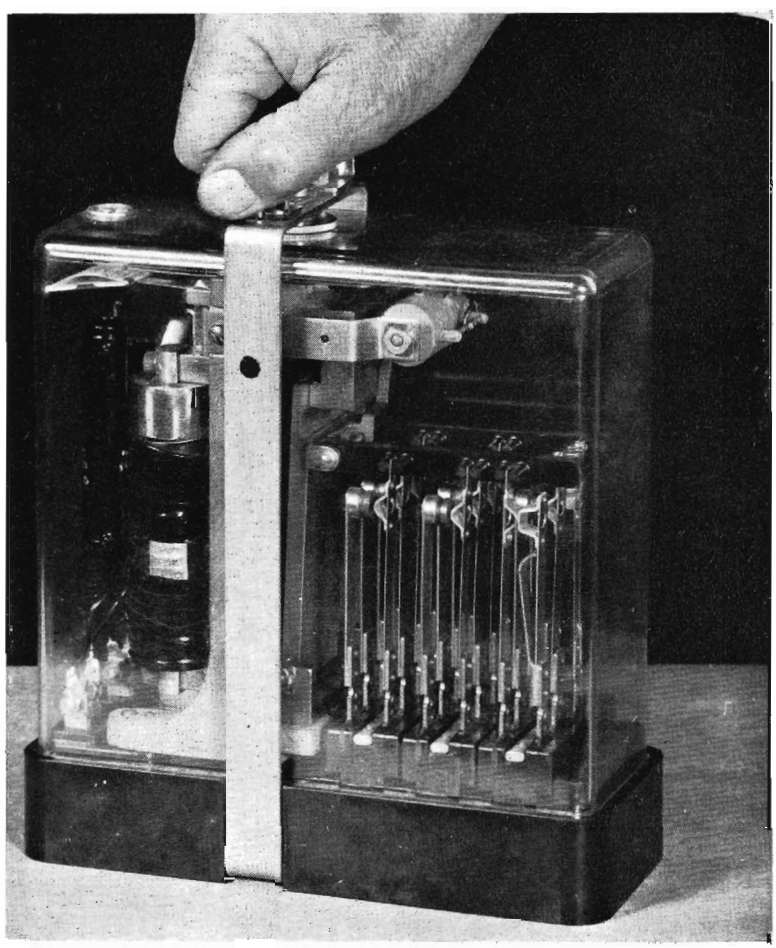
Nylon signal pulleys have generally replaced those of cast iron.

In place of pitch and cement, epoxy resin is used extensively in cable jointing, bonding, and below-ground-level construction. It is of higher insulation value, and non-shrinking. It is also being substituted for wood in making foundry patterns.

Moulded epoxy resin insulators and bushings are replacing porcelain on high voltage signal switchgear, with a consequent reduction of assembly costs and damage.



Patternmakers at Newport Workshops use epoxy resin and fibre glass to make a mould.



A plastic case houses this signal " plug-in " relay.

Vinyl-acetate covered winding wires for re-winding armatures have replaced cotton covered wires. The plastic covered wires are extremely abrasion-resistant ; this insulation being thinner enables tighter winding. The use of fibreglass-covered winding wires and fibreglass tubes where high temperatures are met, gives much longer life to the windings.

Nylon bushings, rods, and sheets are used to provide effective insulation for overhead fittings, particularly in places, such as under overhead bridges, where the clearance is limited.

Although plastic hose is universally used for water, etc., rubber is still favoured for air hoses because of its greater strength. Power transmission belting, once the exclusive province of leather, and then rubberised fabric, is now plastic bonded.

For bottles

Disinfectant is stored and issued in one-gallon plastic bottles, and plastic screw caps are used for glass bottles of various sizes. Substitution, by railway customers, of good quality plastic containers for glass ones has virtually eliminated breakage during transit.

Extensive use, by manufacturers, of plastic wrapping materials or containers ensures moisture and protection for many items—such as drills and respirators—until required for use.

Porcelain enamel basins for the railway station paste pot have been replaced with plastic bowls (which don't chip, even if knocked or dropped) and natural sponges by plastic ones. Acrylic plastic is used extensively for signs and publicity display purposes.

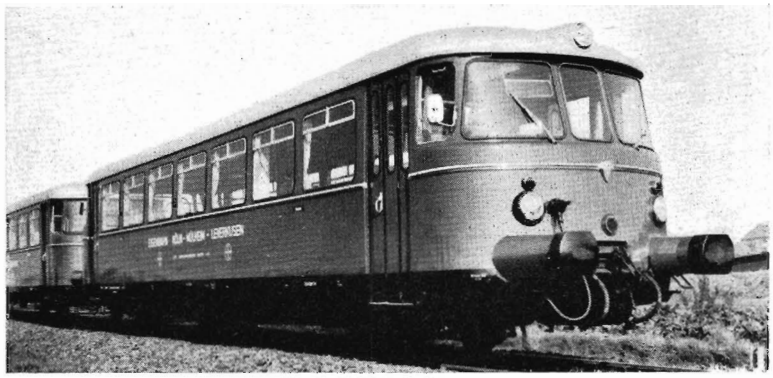
In railway refreshment rooms and cafeterias, laminated plastic sheet covers tables and bench tops ; plastic containers hold butter and similar perishable foods ; and sauce dispensers, cool room equipment, and ash trays are made of plastic.

Other uses for plastic products include :

- piping for water supply, in selected locations ;
- flexible ducting for ventilation ;
- tape for protection of underground water pipes.

The "plastics explosion" has certainly made its impact on the Victorian Railways.

WESTERN GERMANY HAS "PLASTIC TRAIN"



IN Western Germany, a so-called "world's first plastic train" has been put into test running between Cologne and Leverkusen (a distance of 12 miles), taking employees of Farbenfabriken Bayer, a chemical and plastics manufacturing firm, to and from work on the company's private railway.

Composed of four lightweight diesel rail-cars jointly developed by Bayer and M.A.N. (Maschinenfabrik Augsburg Nurnberg), it uses plastic core construction that cuts the total car weight by 30%, when compared with conventional steel construction.

The core is rigid polyurethane foam, sandwiched between light metal skins by nozzling the liquid chemicals into the closed prefabricated hollow body sections. Reaction causes the chemicals to foam and solidify under internal pressure. It is claimed that, owing to the support provided over the whole area by the foam core, the thin metal sheets can be stressed almost to their yield point. The panels are attached to each other by interlocking edging sections to form torsion-resistant tubular carriage shells of high shear and compression strength, with inbuilt heat and acoustic insulation.

Interior fittings are almost entirely plastic. Seats consist of moulds of unsaturated polyester resin with fibreglass reinforcing, upholstered with soft polyurethane foam covered with synthetic fibre material. Plumbing and heat conduit pipes are of plastic, and PVC sheets are used as flooring ; even the luggage nets and the curtains are made from synthetic fibres.

APPRENTICESHIP WEEK DEPARTMENTAL DISPLAYS

AS the employer of 1,000 apprentices, the Department made its annual contribution to Apprenticeship Week by holding displays at Newport, Ballarat and Bendigo Workshops, Geelong and Melbourne.

At Newport Workshops, for the first time, visitors had a choice of attending during either the day or evening. Day sessions were held on Tuesday and Wednesday, May 12 and 13, when the College and five manual training centres at the Workshops were open for inspection between 9 a.m. and 5 p.m. Evening sessions were held on the Monday and Tuesday, from 6.30 to 9 p.m., but only the College and the nearby Fitters and Turners Training Centre were then open for inspection.

Among main features of the display were the Department's large 1/12th scale models of locomotives and other rolling stock, its TT scale model railway, and the mobile exhibit where general information of railway interest was distributed. Buses, at regular intervals, took visitors on tours of the five manual training centres.

Twenty-five trades were involved in the display. Although this was the first time that an evening inspection was possible, nearly 350 visitors attended during the evening sessions. Altogether, 900 adults and 600 school pupils visited the display. Included among them were representatives of leading industrial concerns and public utilities, as well as parents of the apprentices. Some of the parents showed their keen interest by coming long distances to attend the display.

Groups from schools and colleges were among the visitors. Third-year Apprentice Fitter and Turner L. De Luca gives a demonstration of engineering drawing to a group from Sunshine North Technical School.

Apprentice Electrical Fitter K. R. Pepperell operates a cathode-ray oscilloscope. He was selected as the outstanding Railway Apprentice attending the V.R. Technical College last year.

WHO IS HE?

The Victorian Railways Returned Servicemen's Section is looking for a man.

HE is the last remaining member of the V.R. staff who enlisted for service in the armed forces (land, sea or air) during the 1914–18 war.

The ranks of these men are thinning rapidly. Obviously, there cannot be many left in the Department. The retirement of the last of them will mark the end of an era.

So, the V.R. Returned Servicemen's Section is very interested to get in touch with the remaining members of the staff who enlisted for that war.

The Secretary, Mr. R. E. Erwin, will be glad to hear from them. He is in the Eastern District Engineer's office, Room 12, Flinders Street (auto. 2468).

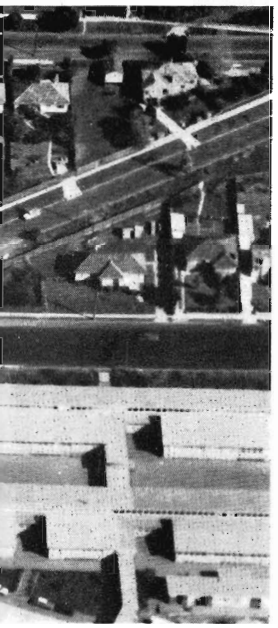
STRATHMORE OVERPASS OPENING : Aerial view of the overpass which was officially opened on May 22. Provision has been m
the eastern side, to allow for express trains that may be required to serve the new Tullamarine jetport. (C

▲ "There has been magnificent co-operation between the Victorian Railways, the Country Roads Board and other government and semi-government authorities in building this £495,000 overpass" said Mr. E. H. Brownbill, Chairman of Commissioners, when speaking at the opening.

▼ Watched by Mr. E. R. Meagher, Minister of Transport, (*left*) Mr. K. H. Wheeler, M. L. A. for Essendon, cuts the ribbon on the Strathmore overpass.

AROUND THE

PARTY TRAVEL : To attend a conference, th
representatives from the New South Wales br
Pty. Ltd., arrived at Spencer Street last m



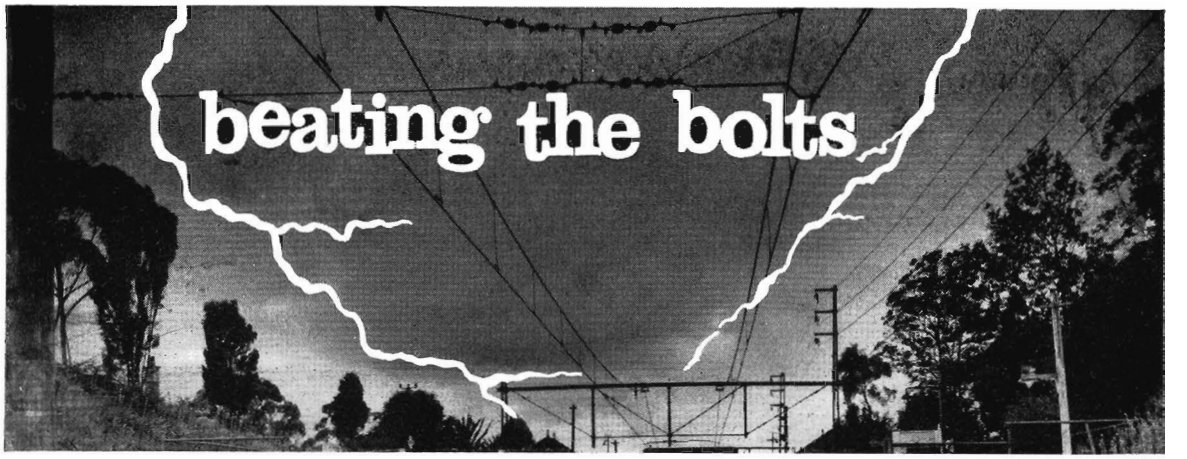
for another rail track, on
y Roads Board photograph)

SYSTEM

2 sales and marketing
of H. J. Heinz & Co.
y Southern Aurora.

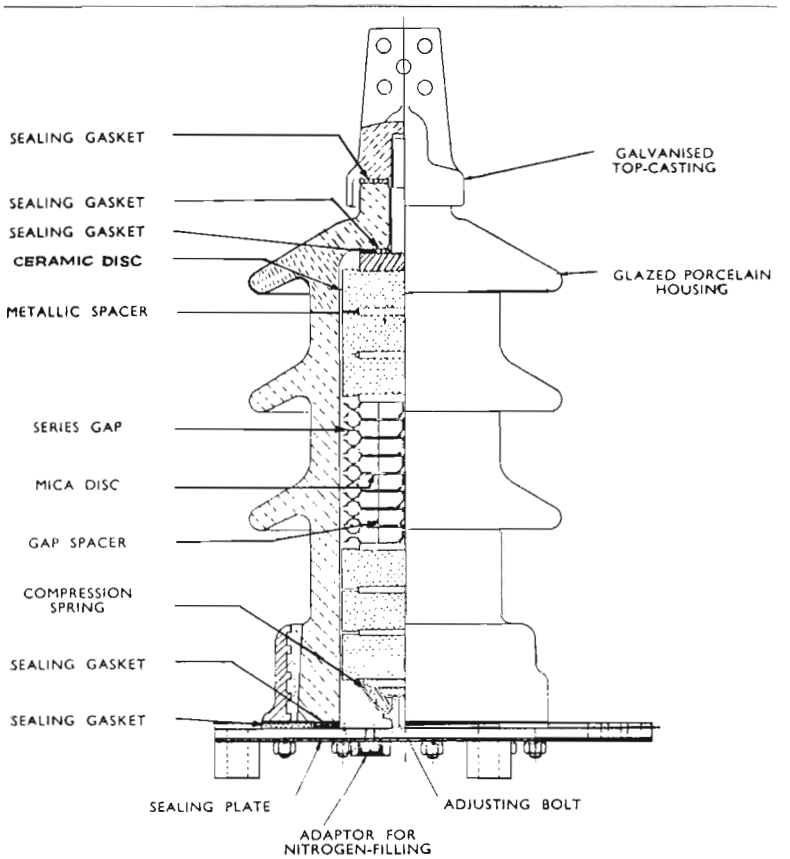
NEW BUSES : Four new buses were recently obtained for the Department's Sandringham-Beaumaris service. Mr. E. Fleiner (V.R. Motor Mechanic) accepts the keys of the first bus from Mr. R. Hill, Bus Division Sales Manager of Ansair Pty. Ltd. Watching are (*from left*) Drivers C. Baker, T. Mulvany, C. Lane and F. Ossel.

One of the four Ansair 35-passenger buses that went into service on the Sandringham-Beaumaris route.



beating the bolts

LIGHTNING never strikes twice in the same place, they say. Which is not very comforting—because once is usually enough. And when a multi-million volt bolt hits the overhead it could cause plenty of damage. And it would—except for several kinds of ingenious electric devices that engineers have installed in the system to prevent—or minimize—the damage.



Section through a lightning arrester. The ceramic discs in the central section allow high voltage lightning to pass harmlessly to earth, as their conductivity rises rapidly as the voltage increases. During manufacture, the arresters are filled with nitrogen and then hermetically sealed. This preserves their electrical characteristics.

Curiously enough—to the layman—it is not so much the lighting itself which is liable to cause extensive damage to an electric power system. Lightning flashes are of very high current, but so are short circuit currents. The lightning flash, however, lasts for only a few ten-thousandths of a second, and, consequently, the amount of damage it can do is small compared with that from a power short circuit lasting about a hundred times longer.

Unfortunately, the lightning flash is liable to form arcs across insulators, etc. These arcs then form paths for power short circuit currents to flow from the overhead. It is these "rogue" power currents—as you might call them—that could cause severe damage to equipment.

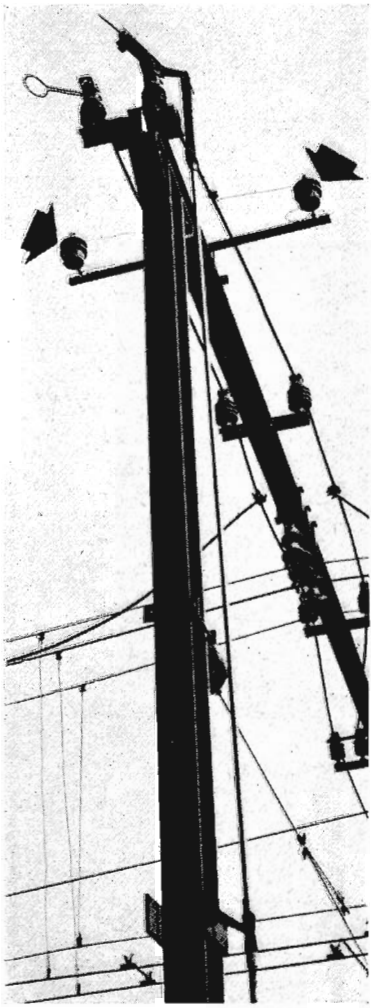
Circuit breakers

A barrier to this is the high speed circuit breaker. As soon as one of these "rogue" power currents approaches a pre-determined size it opens a circuit breaker (see pictures on opposite page) in less than 1/60th of a second. The circuit breaker can be re-set by remote control from the Power Operations Room at Batman Avenue or Warragul.

There are about 350 of these high speed circuit breakers located at strategic points in sub-stations and tie stations throughout the suburban and country electrified system. They also frequently operate to guard against damage from current surges caused by a faulty electric motor in a train, or by inquisitive possums or birds.

Problem at sub-stations

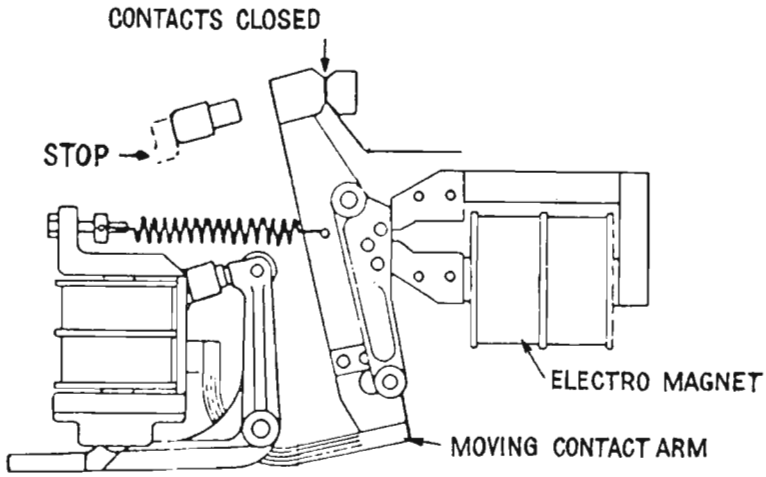
A special problem of lightning protection exists at the substations with their valuable transformers and other equipment for converting the high tension supply to suitable current for trains. Reliability of the substations is vital and, at all costs, the lightning must be kept out.



Lightning arresters (marked with arrows) at Ashburton substation.

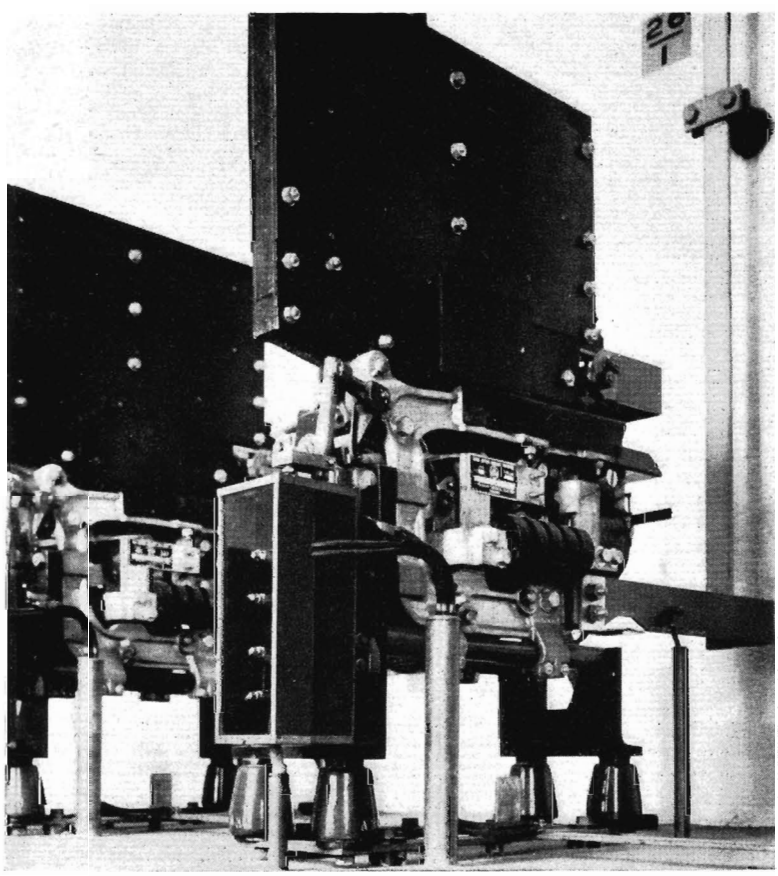
Lightning arresters having suitable special characteristics are used for this purpose.

You can see these devices on the tops of masts at the substations. They are connected to the wires and look rather like simple insulators. But inside they are not so simple. In fact they're quite a box of tricks, as can be seen from the diagram on the opposite page. They contain a series of spark gaps and discs of a hard ceramic substance that has a handy property—it very rapidly decreases its electrical resistance as the voltage applied to it increases. Under normal conditions, current flow from the overhead—at its comparatively low normal voltage—is prevented. But, when high voltage lightning hits, the gaps spark over and the conductivity of the discs quickly rises to allow the lightning to run harmlessly to earth.



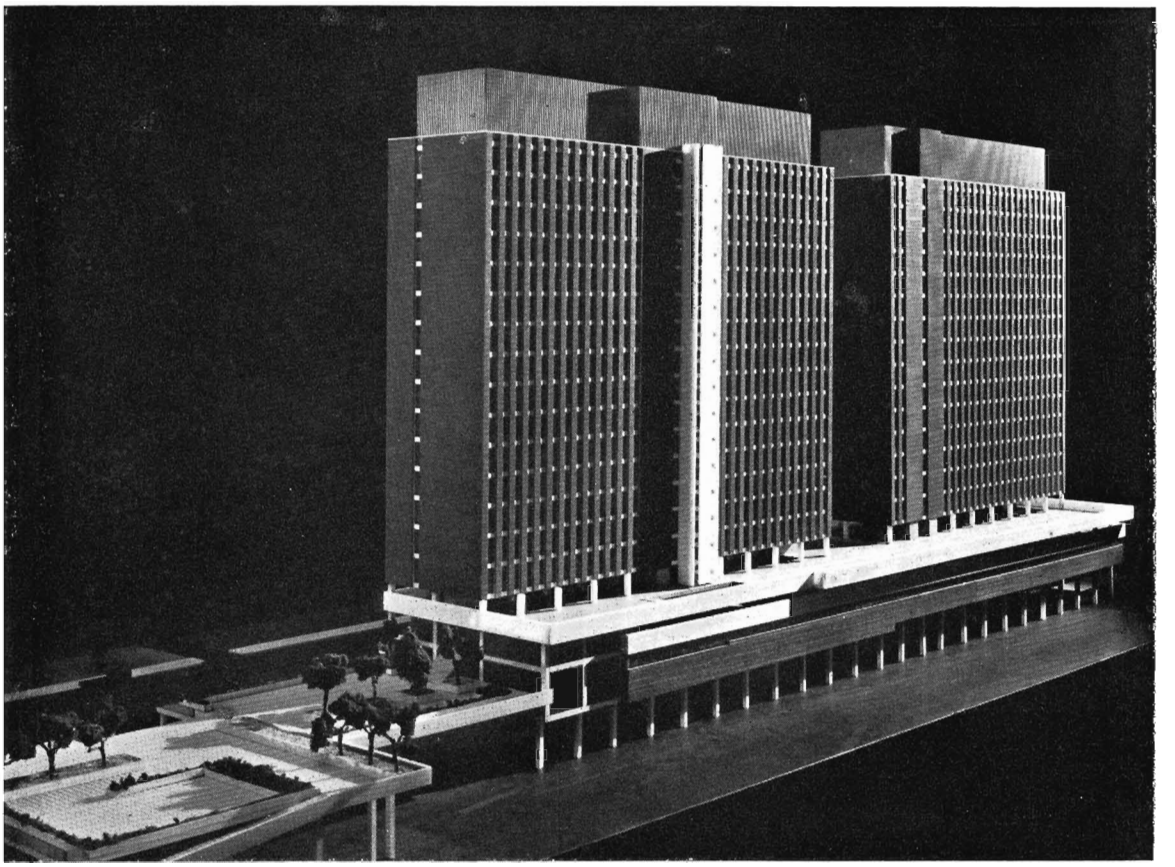
BREAKER CLOSED

Drawing of a high speed circuit breaker in the closed position. It is held in this position by a powerful electro-magnet acting against the spring. When lightning causes an unwanted current to flow, the current sets up a contrary magnetic field that de-energizes the electro-magnet. The spring then breaks the circuit in about 1/60th of a second. The circuit breaker can be re-set by remote control from the Power Operations Room.



Exterior view of high speed circuit breaker.

WORK STARTS ON PRINCES GATE



ON May 5 work began on the Princes Gate development that will radically change an important corner of the city and involve considerable alterations to railway facilities.

The project consists of :

- construction of a completely new station lower than the present station level (tracks will be lowered by as much as 10 feet in places) ;
- construction of a 66,000 sq. ft. concrete deck over the new station ;
- erection of two 18-storey tower buildings with their associated parking facilities ;
- an elevated public plaza of 22,000 sq. ft.
- a concourse arcade of speciality shops.

The concrete deck, approximately at street level, will cover the new station and extend along Flinders Street, from Swanston Street to the Russell Street intersection. The deck will be the dividing line between the buildings and the station. Massive concrete columns supporting the buildings will continue through the deck to solid ground. The deck is scheduled for completion by November next year. It is expected that the eastern tower will be completed in February 1967 and the western one by March 1968.

During the next 12 months 30,000 cubic yards will be excavated. This is equivalent to a reservoir of 5 million gallons capacity. Altogether 24,000 cubic yards of concrete will be required for the project.

The development company - Princes Gate Pty. Ltd.- has been granted the right to develop the area by agreement with the Commissioners. An Australian bank has provided a guarantee of £1 million as required by the Department.

Work affecting railway facilities that has been done to date includes re-location of the Russell Street entrance to the station by providing a new footbridge with steps giving access to platforms Nos. 1 and 12.

(Above) Architects' model of the buildings and plaza viewed from the south-west. This is the side of the buildings that rail travellers will see. Flinders Street is on the far side of the plaza. Rail tracks will run on both sides of the columns supporting the buildings. *(Photograph by courtesy of Leslie M. Perrott & Partners.)*

(Below) Temporary footbridge and steps to Platforms 1 and 12.

AMONG OURSELVES . .

Civic interests

FRIENDS say that Mr. P. .F. (Frank) Cantwell, who retired recently as a ganger at Moulamein, will find ample to occupy his leisure time, as he intends to continue with many of his lifelong civic interests. Over a long period he has been concerned with the local Bush Nursing and Progress Associations, and has taken an active interest in ambulance affairs, including the training of first aiders. A life member of the Moulamein Football Club, Frank has also been a goal umpire for 15 years. He has been at Moulamein for the past 22 years.

From Beverly Hills

T.V. viewers of the *Beverly Hillbillies*, will be interested to know that a recent visitor to *News Letter* office was Mr. Gerald M. Best, an American sound engineer who has recently worked, as a consultant, with the producer of that series. Mr. Best—who, incidentally, lives in Beverly Hills—is a very keen railway enthusiast. He is president of the Pacific district of the Railway Locomotive and Historical Society and regularly corresponds with Australian members of the A.R.H.S. And he even owns a railway, with three locomotives—one of them weighing 30 tons. The Grizzly Flats Railroad, as it is called, has 1,000 feet of track and its station is about the size of a small Australian country station.

Mr. Best did much work for Walt Disney on the narrow gauge railway that is part of Disneyland.

This was his fourth visit to Australia in the last five years. During a few days in Victoria, Mr. Best visited North Melbourne and some country depots, and had what he described as " a fascinating trip " on Puffing Billy.

Hawks chase them

Mr. Blackie with one of his model planes. Powered by a 2½ c.c. glow-plug motor it was made by him out of balsa, 3 ply wood and nylon fabric.

IT was not so long ago that fliers of model aeroplanes had to twist a set of rubber cords about 19 million times whenever they sent their little planes aloft.....and then hope anxiously for a safe landing. Although a few of the rubber twisters still exist, the thing these days is the radio-controlled model with its tiny internal combustion engine, says V.R. Photographer Lindsay Blackie. One of the members of the MARCS - the Model Aircraft Radio Control Society - Lindsay is among a group who fly their planes at Derrimut. Powered with 2½ c.c. motors with glow-plug ignition, the little planes can travel from 30 to 70 m.p.h. They are controlled by a box in the hands of the owner on the ground, who can be up to 500 yards away.

These small planes can turn, bank and dive more quickly than the full size ones. They puzzle the birds, however. Hawks and eagles sometimes attack them, but the planes can easily go into a spin or other manoeuvre and outwit them. As radio-directed by the owner with his little black box of electronics, the planes can do an Immelman, Cuban Eight, outside loop or tail slide.....enough to bamboozle the smartest bird.

Fliers of these model planes are governed by a strict set of regulations. The control equipment must be licensed by the P.M.G. ; they can only fly their planes below 500 ft., and in certain specified areas. Members of these clubs have very varied occupations.....and naturally, there are a few pilots among them - Lindsay himself was a R.A.A.F photographer in the last war.

Camera Club grows

THE V.R.I. Camera Club, which was formed several years ago, now has 120 members with an average attendance at meetings of about 50.

It has much to offer the camera enthusiast. Cameras and photographic materials are obtainable by club members at concession rates, and a library of books and magazines is available for their use.

Regular competitions for 35 mm colour slides are held and prizes awarded.

Illustrated talks are given by members and also by qualified speakers from outside the club. Several picnics are held yearly - the last was at Mt. Macedon when the autumn colours were at their best.

The club invites anyone interested in photography to attend its meetings.

Those who are members of the Victorian Railways Institute are eligible for membership of the club.

The annual subscription is 10/- (adults) and 5/- (juniors) in the metropolitan area, and 5/- (juniors or adults) in the country. Further information can be obtained from the honorary secretary, Mr. A. E. Smart, telephone Auto. 2191 or 391-1613.

The club meets on the first and third Fridays of each month in Room 50, second floor, Railway Buildings Flinders Street.

Interstate Photographic Exhibition

ENTRIES for the first Australian Railway Institutes' photographic exhibition were received from six camera clubs affiliated with the Institutes. The Victorian Club acquitted itself well. Mr. R. J. Tongue, a foundation member and former honorary secretary, won the individual trophy for the best colour slide and the club came second in the " Best 40 Colour Slides " competition and third in the " Best 20 Prints ".

Mr J. Voutier (Stores Branch), committeeman of the club, represented Victoria at the exhibition and accepted the trophy on behalf of Mr. Tongue.

Mountaineering years

MR. Gilbert Affleck, who recently retired as Provedore of the Refreshment Services Branch, left the Department with happy memories that included, in his younger days, service at Mt. Buffalo Chalet and the railway accommodation once provided at Mt. Feathertop and Mt. Hotham.

His first railway contact came when he went to Mt. Buffalo Chalet in 1926 to install, for a private firm, new engines for electric power.

Mr. Affleck

While at the Chalet the position of House Engineer became available and Mr. Affleck was the successful applicant. Three years later he transferred to Melbourne to look after the maintenance of equipment, such as refrigeration, a position he occupied until 1958 when he became Provedore.

Recalling his "mountaineering years" Mr. Affleck tells how he helped to run a telephone line from Harrietville to The Bungalow on Mt. Feathertop, about seven miles, using horses to carry wire and equipment.

On another occasion the hot water boiler at Hotham Heights on Mt. Hotham cracked, and although snow was quite thick, it was decided to take a new boiler in by sled. A sled, as Mr. Affleck aptly describes it, was quickly "knocked up". The new boiler was taken by train to Bairnsdale, by car to Cobungra, then by horse drawn vehicle to the snow line at Dinner Plains. The party of five finally dragged the sled to Mt. Hotham.

Both the Mt. Feathertop and Mt. Hotham buildings were destroyed by bush fires in 1939.

Fencing

FENCING enthusiasts are reminded that the National Fencing Championships will be held in the Moorabbin Town Hall from June 24 to July 4, inclusive. Members of the V.R.I. Fencing Club are expected to figure prominently in all events.

Lunchtime Funtime

Last month, the 3 DB Session - Lunchtime Funtime - featured railway staff, and was broadcast from the V.R.I. ballroom Flinders Street. Grouped around the piano are: (front row, left to right) A. Gajek, Road Foreman's Office, Newport; Bill Collins, 3 DB compere; Mabel Nelson, 3 DB "Lady of the Piano"; (back row, left to right) C. Wood, North Melbourne; R. Wolff, C/- Metropolitan Superintendent; C. L. Harms, Electrical Engineering Branch; D. Rashleigh, Accountancy Branch; F. W. Florrimell, Electrical Engineering Branch.

RECENT RETIREMENTS . . . .

TRAFFIC BRANCH

Muston, T. E., Melbourne Goods
Roberts, W. J., Lalor
Rolls, R. R., Heidelberg
MacLean, I. R., C/o D. S. Bendigo
Biddlestone, C. T. M., Melbourne Goods
Droop, J. F., Melbourne Goods
Johnson, A. J., Maryborough
Scott, L. J., Macedon
Quinn, C. Bendigo
Cotter, P., Melbourne Goods
Vaitkus, P., Melbourne Goods
Armitage, G. A., Spencer Street
Ryan, J., Ballarat Goods
Chappell, H. L., Maryborough

ROLLING STOCK BRANCH

Ellis, S. H., T. L. Depot
Fenn, S. H., Newport
Borradale. R. C., Ballarat North
Currie, R. K., Jolimont
Reed, L. R. S., Newport
Dickson, W. F., Newport
Dosser, H., Benalla
Cannizzaro, V., Newport
O'Sullivan, F. V., Jolimont
Dobney, N. C., Newport
Miotto, V. G., Newport
Ward. E. T., South Dynon
Vostrikov, I., Jolimont
Wignall, H. W., Geelong
Twycross, F. O. B., South Dynon
Derrick, S. J., Jolimont
Vallins, E. W., Newport
Bottomley, H. C., Newport
Riddell, R. H., Jolimont
Elliott, G. L., Bendigo North
Dorrington, F. J., Newport
Sullivan, D., Newport
Thomas, F., Geelong

WAY AND WORKS BRANCH

Carrolan, T. D., North Melbourne
Elliott, L., Korrumburra
Sumsion, H. F., Flinders Street
Linane, J., C/o District Engineer Eastern
Smirl, W. T., C/o Telephone and Telegraph Engineer
Failla, C., Flinders Street
Lewis, W. B., Caulfield
Ryan, J. M., Warrnambool
Hayward, G. A., Ironworks, North Melbourne
Zoccoli, R., C/o Engineer, Special Works
Maia, G. A., Ararat
Tulk, J., Caulfield
Howard, H. F., Maryborough
Hogan, M. E., Benalla
Miller, D., C/o Engineer Special Works
Miles, J. L., Bendigo
Chenery, R. C., Warragul
Clayton, R. E., Dimboola

ACCOUNTANCY BRANCH

D'Arcy, L., Head Office

ELECTRICAL ENGINEERING BRANCH

Peterson, A. J., Head Office
McCarthy, J. J., Head Office
Beswick, H. H., Lighting and Power Division, North Melbourne
Crawford, W. J. C., Lighting and Power Division, North Melbourne

REFRESHMENT SERVICES BRANCH

Scott, (Miss) E., Mt. Buffalo Chalet
Mak, J., Mt. Buffalo Chalet

. . . . AND DEATHS

TRAFFIC BRANCH

Keys, A. R., Melbourne Goods
McCann, C., Flinders Street
Boreham, L. C., C/o Staff Office

ROLLING STOCK

Marsh, W. T., Shelter Shed
Burchell, C R., Jolimont

Thornton, C. R., Ballarat North

WAY AND WORKS BRANCH

O'Donnell, J. C., Warragul
Wise, F. H., Flinders Street
Kosciuk, A., Spotswood
Moffett, E., Shepparton
Grandell, R., Shepparton
Douglas, W. R., Benalla

Sport by Oss. Keating

The big men fly in the opening match of the V.R.I. season—Loco v Newport.

N. Carroll. (V.R.I.) hits off in the annual match with the Australian Postal Institute.

V.R.I. versus A.P.I.

IN spite of the unpleasant conditions prevailing, a record 92 players took part in the annual golf match between the Postal and Railways Institutes at the Latrobe course on April 23, V.R.I. being the hosts on this occasion. The R.L. Edwards Shield for team competition once again resulted in a win for Postal, 22 games to 14, with six drawn.

In the Stableford competition, conducted in conjunction with the teams matches, the trophy winners were :

V.R.I. Winner R. Walker 30 pts.
Runner-up J. Kennedy 29 pts.

A.P.I. Winner J. Johnson 31 pts.
Runner-up R. Hargreaves 30 pts. (on count back)

Football

THE V.R.I. Football League began the 1964 season on April 28. Results of matches to date are :

April 28 Newport 9–9—63 beat Loco 6–3—39
Suburban Lines 8–5—53 beat Codon 3–8—26
May 8 Newport 13–21—99 beat Suburban Lines 1–4—10
May 12 Loco 19–18—132 beat Codon 0–2—2
May 19 Newport 22–25—157 beat Codon 1–1—7
Loco 9–13—67 beat Suburban Lines 3–1—19

On games played so far this year, it would appear that Loco and Newport will once again be the finalists with Suburban Lines having only an outside chance of appearing in the grand final.

Table Tennis

FOUR teams were entered in the Northern Table Tennis Association's Competition but only one team, D1, managed to make the finals, and they, unfortunately, were eliminated in the first semi-final. In the Annual Championships of this Association, S. White of V.R.I. won the C Grade singles title, and with E. Campbell was also successful in the C grade doubles event. B. Smart was runner-up in the B grade singles.

The V.R.I. Internal Competition began on April 13, with six teams in A grade and seven in B grade. Three teams (graded B4, B5 and C1) have been entered in the current Winter Pennant Competition conducted by the V.T.T.A.

Golf

THE fourth annual tournament of the V.R.I. Eastern Golf Club will be held at the Newry Golf Course (near Tinamba) on Sunday, July 26, and 39 events are to be decided (including those for ladies). Further information about meals, accommodation, etc., can be obtained from Brian Cullen, C/o Loco Depot, Traralgon.

On August 16, also a Sunday, the Annual V.R.I. Golf Tournament will be held at Dimboola. Men's Wimmera Championship, handicap events, teams events, ladies championship, etc., are all set down for decision.

If you want a good days golf, then you should make a special effort to attend either one or both of these fixtures.

Sporting flashback

Mr. Millar

IN view of the present interest in cricket, what with the Australian team touring England and the battle of the Ashes in full swing I thought it might be a good idea to have a chat with Keith Millar, Assistant Engineer in the Signal and Telegraph Division. I knew that Keith had played interstate cricket for Victoria but had no idea that his sporting ability was evident in so many fields. From an early age, it was obvious that he was an athlete of unusual ability. He won the Under-11 State Schools 75 yards championship in 1916 ; collected the Victorian Under-14 high jump record ; captained the Swinburne Technical College cricket and football teams and represented the College in athletics and swimming.

In 1921 Keith was invited to represent Hawthorn–East Melbourne in district cricket. He played 15 years with that club. During that time he was selected to represent the State on a number of occasions and was a member of the 1925/26 side which won the Sheffield Shield for Victoria. In the same season—the first in which Queensland participated—he opened the batting with the great Bill Ponsford in Brisbane. Afterwards, he toured New Zealand under the captaincy of W. M. Woodfull until finally, after winning the club championships several times, he reluctantly decided to retire from first class cricket in 1936.

In spite of his obvious dedication to the game of cricket, Keith Millar, during that period, was also starring in another sporting sphere. In 1923, the same year that he joined the Victorian Railways as an apprentice, he won a place in the Richmond Football Club's senior XVIII, as a centre-half forward, and quickly won interstate selection. Keith has the distinction of having represented his State in Shield cricket and interstate football when only 18 years of age. In 1929, after six years with the Tigers, a severe knee injury forced his retirement from football.

The rest of his story might seem like an anti-climax, but remember he " retired " from football in 1929 and cricket in 1936. From '31 to '37 he was with the V.F.L. as an umpire, and handled many senior games in Melbourne ; 1938 saw him umpiring, lecturing and broadcasting in Tasmania and that year he also began playing and coaching junior cricket, an activity he continued until 1963. Over these years Keith has also found time for railway sport, having captained interstate V.R.I. cricket teams and played football with the V.R.I. side in the Wednesday League (now defunct). Although he claims that he now plays only an occasional game of snooker, I would say that, from appearance, he could still acquit himself pretty well on the sports field. He is surely one of the most versatile sportsman ever to work with the Department ; and indeed must rank as one of the best all-rounders Victoria has produced.

Basketball

IN the Business Houses' Summer Competition, just concluded, V.R.I. was represented by two teams, V.R.I. 1 playing in B1 grade, and V.R.I. 2 in E2 grade. The No. 1 team, although turning in a much better performance than last year, could not make the final four, but V.R.I. 2 had a great season. They finished the home-and-home games at the top of the ladder, but lost the second semi-final 20–26, and the preliminary final, 22–25. Nevertheless it was one of their best seasons yet, and the experience gained should be a great help next year.

During this month, our boys will be visiting South Australia to play a series of games against the S.A.R.I. I am sure they will be very keen to maintain their unbeaten record in these interstate games, and will prove worthy representatives of the V.R.I.

Tennis

THE 1964 State Championships of the V.R.I. Tennis Association were held at the Royal Park Courts on April 12 and 19. In the semi-final of the singles, Pearce beat McKee 5–6, 6–5, 9–7 after a great battle, while O'Sullivan had to fight hard to beat Whelan 5–6, 6–4, 6–1. In the final O'Sullivan proved too strong for Pearce, winning the title in straight sets, 6–3, 6–5. The doubles event went to Pearce and O'Sullivan who paired together to beat Whelan and Ledwidge 6–1, 6–2. Congratulations Kevin, on winning your first State title.

While entries generally were fair, there were comparatively few from country districts. Perhaps if this fixture were staged earlier in the season, it could be used as a guide to selectors in choosing interstate teams, and so would attract a larger nomination from both metropolitan and country areas.

No. 1 Whistle Man

Gabriel (Everton) and Referee Cadelli.

MR. LUIGI CADELLI, a draughtsman in the Way and Works Branch at Head Office, is usually referred to by soccer fans as their " No. 1 Whistle Man." And with good reason, for, during his seven years in Australia, he has built up an imposing record as a referee. In Italy he was among their top referees (and Italy has nearly 4,000). In this country he has been referee for :

140 State League games
6 International games
2 Dockerty Cup finals
1 World Cup final
1 Sun Cup final
1 Ampol Cup final.

Last month, Luigi was a referee for the matches with Everton in Sydney and Adelaide. (*J. M.*)

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 1893—64

VICTORIAN RAILWAYS

NEWS LETTER

JULY

VR

1964

New station

PRELIMINARY work began last month on building the newest suburban station, Gowrie, between Fawkner and Upfield. Its exact location is almost opposite Jukes Road, about a mile past Fawkner.

The 15th new station to be built in the electrified area since 1953, it will serve a rapidly expanding residential district. The station name was taken from an early homestead.

All passenger trains that now terminate at Fawkner will run through to Gowrie. The platform will be single faced, but room will be left for future conversion to an "island" platform should the line be duplicated in the future. There will be a siding for overnight stabling of two electric trains.

The station will be in use by the end of this year.

Time-tables

THE popularity of the Department's 3d. metropolitan sectional time-tables continues to notch up high printing orders.

First introduced in April 1960, the compact booklets, ranging from 24 to 48 pages, were readily accepted by the public. In four years over three-quarters-of-a-million copies have been printed.

The quantity printed for each section in that time was :

Williamstown, Altona, St. Albans, Werribee	85,000
Hurstbridge, Lalor ...	100,000
Broadmeadows, Fawkner	120,000
Sandringham, Glen Waverley	92,000
Lilydale, Belgrave, Alamein	200,000
Frankston, Dandenong	165,000

. . . . and tickets

THE weekly railway ticket competition conducted by 3KZ draws attention to an interesting figure.

Weekly tickets, issued by suburban stations, now total approximately 73,300 each full working week. Naturally, when there is a holiday break, the number falls. But it is still a mighty lot of tickets to issue.

MZS 127 starts work

Station Assistant M. Camilleri operates the new mechanical sweeper for Spencer Street station. Locally made, and powered with a 10 h.p. engine, it operates by powerful suction through the revolving brushes. The machine has no gears or clutch but uses a hydraulic drive. Maximum speed, while working, is two to three m.p.h. It is registered to enable it to travel between the station and the Departmental motor garage for maintenance. Two similar—but older type—cleaners are in use, one each at Spencer Street and Flinders Street stations.

Improved suburban service

THE duplication of the track between Eastmalvern and Mount Waverley has enabled eight extra trains to run to Glen Waverley on Mondays to Fridays. From Glen Waverley, on the same days, there are five extra trains daily, between 6 a.m. and 9 a.m. On Saturday mornings an extra train runs to Flinders Street. The duplicated track came into use on June 28.

Stephenson's Rocket

THE Institute of Applied Science of Victoria has received as a gift, a very fine model of the Stephenson locomotive known as the *Rocket*. Made to a scale of 1/8, it is a large and impressive item. The model was made by Mr. J. H. White, veteran instructor of Brunswick Technical School, and presented to the Institute on the eve of his retirement. Made very accurately, the model is fitted with a concealed liquid fuel burner and can be made to operate by steam as did its famous original.

N.Z. Centenary

NEW Zealand *Railways Bulletin* celebrates the centenary of the N. Z. system with an issue devoted entirely to that historic event. In its 82 pages (on heavy art paper) it covers every main aspect of railway operation and development, and is a handsome souvenir of that centenary.

Along the Line, (No. 2)

ALONG the Line, (No. 2), issued by Traction Publications, is, as its name indicates, the second of a series. A 42-page booklet entirely devoted to steam on the Australian railways, it is chock full of the pictures and details about locomotives that appeal to the rail fan. It costs 5/- (post free) from the publishers, P.O. Box 438, Canberra City, A.C.T.

FRONT COVER

Boom barriers on TV : Documentary film on boom barriers being made by ABV2 cameraman, technicians and script assistant at Mont Albert Road level crossing. At right is Mr. Keith Glover, of Channel 2, who plays the part of the father in the film, and 11-year-old David Edwards who acts as his son. The 10-minute documentary will be shown in the near future. (See centre pages).

NEW MAIL TUNNEL OPENS

ON June 1, the new mail tunnel under Spencer Street was opened when mail was loaded on railway trolleys and taken through the tunnel by a petrol driven prime mover.

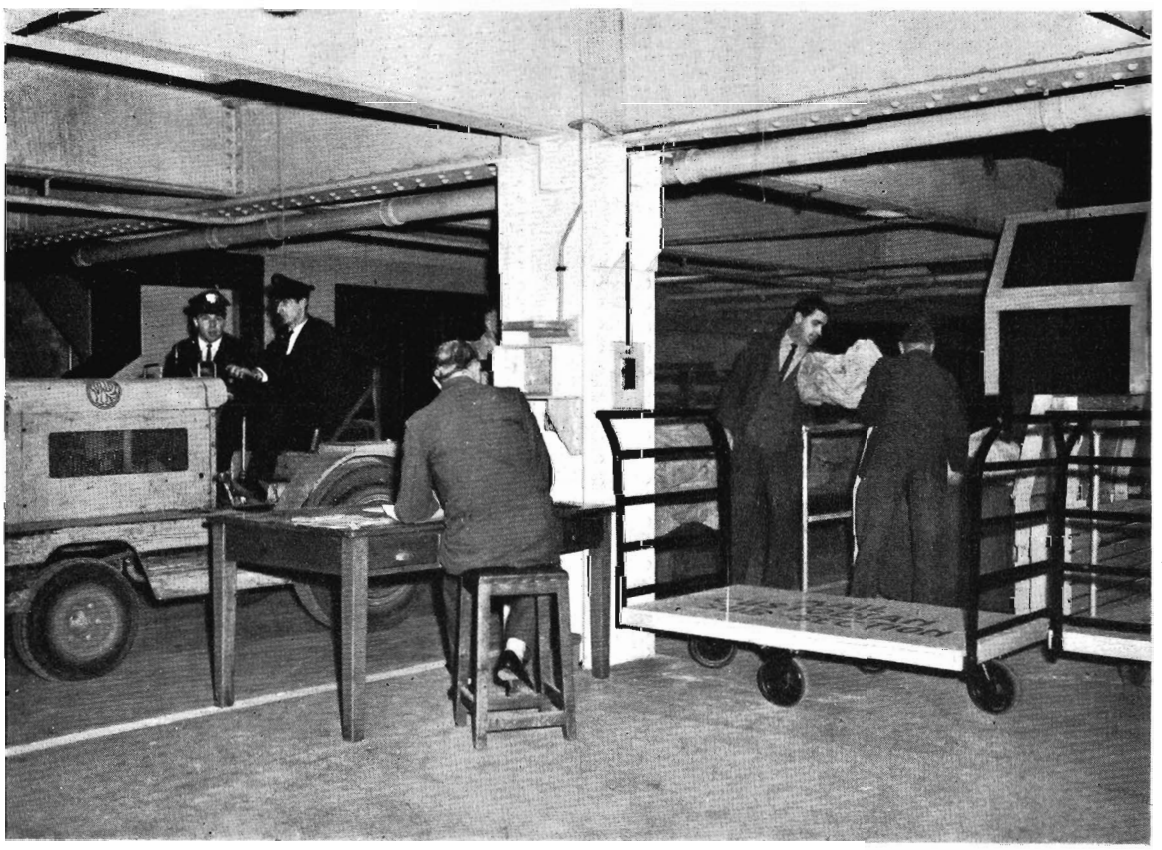
The new tunnel links the station with the Mail Exchange (formerly known as the G.P.O.) on the corner of Bourke and Spencer Streets. Previously, country and interstate mail—both inward and outward—was moved through the heavy road traffic between the station and the Mail Exchange by a fleet of P.M.G. vehicles.

The new tunnel will result in quicker handling of mail and a saving in labour and transport costs.

Built at a cost of £72,000, the tunnel bottom is 13 ft. below the surface of Spencer Street. The tunnel is 14 ft. wide, 8 ft. high and 99 ft. in length to the point where it joins the system of railway tunnels under the station. During its construction, the contractors had the problem of avoiding 19 gas pipes, electricity lines and other services that run below the street.

Railway trolleys carrying mail emerge from tunnel into the basement of the Mail Exchange

Altogether, there are 2,070 ft. of tunnels under the Spencer Street terminal, the longest being that under No. 1 platform—1,350 ft. Connecting with the Inwards and Outwards Parcels Offices, they will have ramps leading off to platforms and, when the terminal is completed, will enable the separation of pedestrian and parcels traffic.



After V.R. staff bring the mail into basement, P.M.G. staff place it on conveyor belt leading to floor above

OUR tiny TRAINS

by Norman A. Cave

APRIL *News Letter* gave an account of the larger (1/12th full size) models of rolling stock used by the Department for publicity purposes. But, in addition to these, the Department has a fleet of 130 small scale models that form complete trains running on miniature tracks through scaled down countryside. Throughout the year, at shows and exhibitions all over the State, these small trains, running tirelessly over their little tracks, are an unfailing draw card that always brings the crowd to the V.R. display. In this article, Mr. Cave, an engineer of the Rolling Stock Branch, whose hobby for many years has been the building of small scale model trains, gives a detailed account of this miniature V.R. system; tells how the models operate; and reveals the painstaking work that goes into their construction.

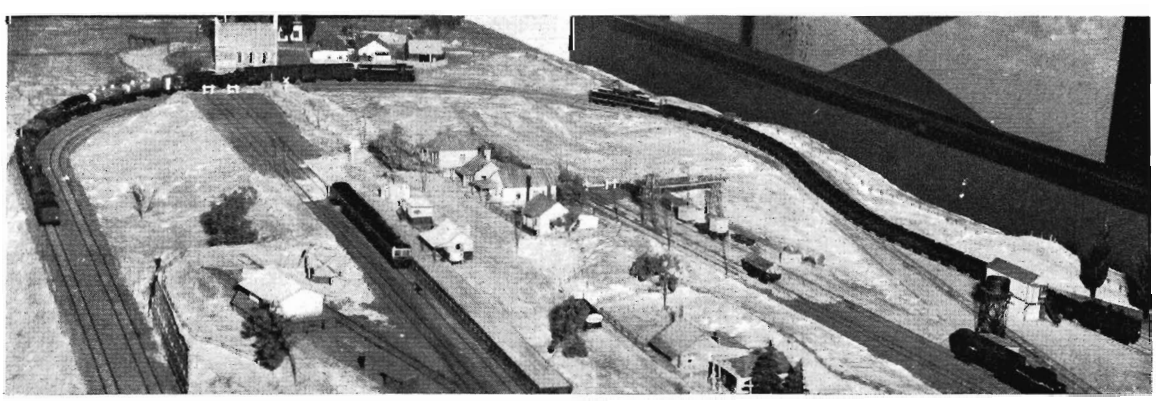
Mr. Cave makes an adjustment to a model of a B class locomotive.

The scale adopted for the tiny trains is based on the rail gauge of the smallest suitable equipment that is available locally. It is 1/10th inch to the foot or 1/120th full size.

The track gauge, 12 mm. (approx. 7/16″) known as TT gauge, is considerably smaller than the better known HO or OO gauge which is now so popular for the class of model equipment that is commonly made and sold for Junior's use. This small size was chosen so that a realistic track layout could be accommodated in a small space.

There are three display layouts, each with a different purpose. The largest and most comprehensive is permanently installed in the Department's pavilion at the Royal Agricultural Society's Show Grounds, and consists of a circuit of double track with junction station, branch line and goods yard, all set in realistic scenery depicting a typical country area. The scenery is being remodelled for this year's Show.

The trains on the double line circuit run continually with two trains on each track, and the branch



On the model railway at the V.R. Exhibit in the Royal Show, a briquette train, hauled by an L class electric locomotive, is about to pass a local goods drawn by a T class diesel-electric. At the station is a 280 h.p. diesel rail car and, in the siding, a W class diesel-hydraulic and wagons. Trains at this exhibit cover 6 miles a day at a speed of ½ m.p.h. The tiny motors spin at 7,000 to 8,000 r.p.m. and drive the bogies through reduction gearing.

line is arranged so that one train can move back and forth between the junction and terminal stations.

Their shadow stops them

The movement of the trains is automatically controlled by means of relays operated by light-sensitive devices mounted beneath the track. Thus the trains are detected by the shadow they cast and the automatic control ensures that two trains on one track cannot overtake one another, and that the train on the branch line stops at each end before reversing and returning.

The automatic control can also be arranged for a main line train to stop in the station for a short time, controlled by a timing device.

The trains are electrically powered, the current being conducted through the running rails and picked up by the wheels of the locomotive or other motive power unit.

The other two layouts are much smaller in size and consist of a circuit of double track on which two trains can run, and a siding for static display of rolling stock.

These layouts are also provided with scenery but have no automatic control of train movements. One of these two small layouts is mounted in the Department's display caravan and the other in a portable display stand.

These portable layouts can be used at country shows and fairs and at functions on the premises of business people.

The rolling stock, which has been specially built for this type of display work, includes L class electric locomotive ; B, S and T class diesel-electrics; W class diesel-hydraulic locomotive; 280 H.P. diesel rail-car; parcels van, seven car *Harris Train*, and complete trains representing *Southern Aurora*, *The Overland*, *Spirit of Progress*, first *Sydney Express*, Mildura *Fruit Flier*, and a briquette train; and an assortment of Victorian and New South Wales freight stock and vans.

How they are made

The passenger cars, including the *Harris Train* cars and 280 h.p. rail-car are made almost exclusively of sheet acrylic (Perspex), 1/16″ thick, which is moulded, cut and shaped to form the car body.

The freight vehicles, being of a wide variety of shapes and sizes, are made from as wide a variety of materials. Louvre vans have sheet brass sides, ends and roofs because of the ease of pressing this material. Sheet brass is also used for open wagons, while Perspex and other plastics, cardboard, balsa wood and tinplate are all used where their particular properties suit the purpose.

Knitting needles

Unlikely materials are often used to meet a particular requirement. For instance, the two Shell Oil tanks have their tanks made from the plastic container of a pharmaceutical product; the cylindrical tanks under the floors of passenger cars are machined from knitting needles—a handy form of casein plastic rod.

Thin brass sheet is extensively used for pressings when making such small items as bogie sides, wagon doors, springs and axle boxes, as well as complete wagons such as the VP.

The method used is the rubber die technique in which the sheet is shaped between a steel die and a rubber pad under high pressure.

The bodies of B, S and L locomotives are formed from brass sheet that is hand worked to shape over a wooden block and brazed or soldered at the joints.

The most important operation contributing to the realistic appearance of these models is the painting and finishing.

The vehicles, after test running for some hours on a test track, are carefully cleaned of excess solder and cement, flux and finger marks; and, if necessary, are partially dismantled.

Models made from Perspex, such as passenger cars, require no further preparation than masking of the window areas with adhesive tape.

After several spray coats of lacquer and application of the necessary striping and lettering, the masking is removed, revealing the unpainted Perspex which simulates the windows. Underframes and bogies are separately painted and later reassembled to complete the car.

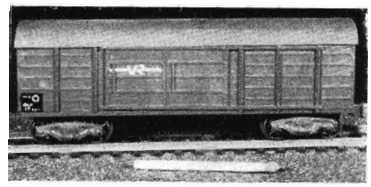
To ensure an adequate adhesion of paint to metal, all metal parts, including complete models such as diesel locomotives, receive one spray coat of self-etching primer before undercoating and finishing.

Much of the detail, such as is found in B and S diesel locomotives, is built up during the painting process. By suitable application of masking during finish painting or by lining out after painting is complete, louvred ventilators, door handles, handrails, etc., are simulated.

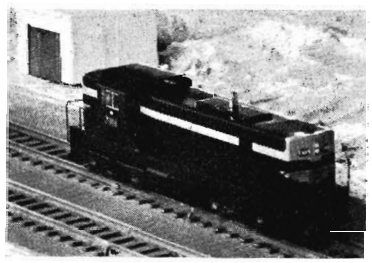
Artificial weathering

Wagons, such as those comprising the briquette train, receive individual treatment during the painting operation to ensure an uneven finish. This is necessary to reproduce the various

A historic handful is this model of B class steam locomotive. It was the B class that was first used to haul the *Sydney Express* when the service began in 1883.

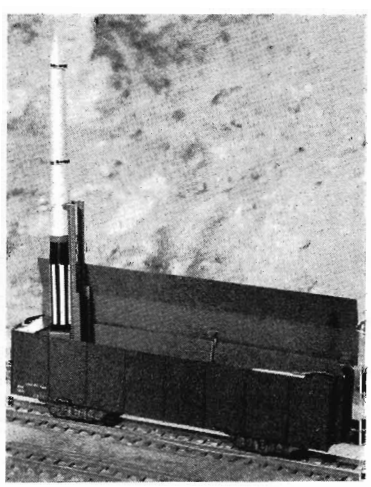


BLF wagon

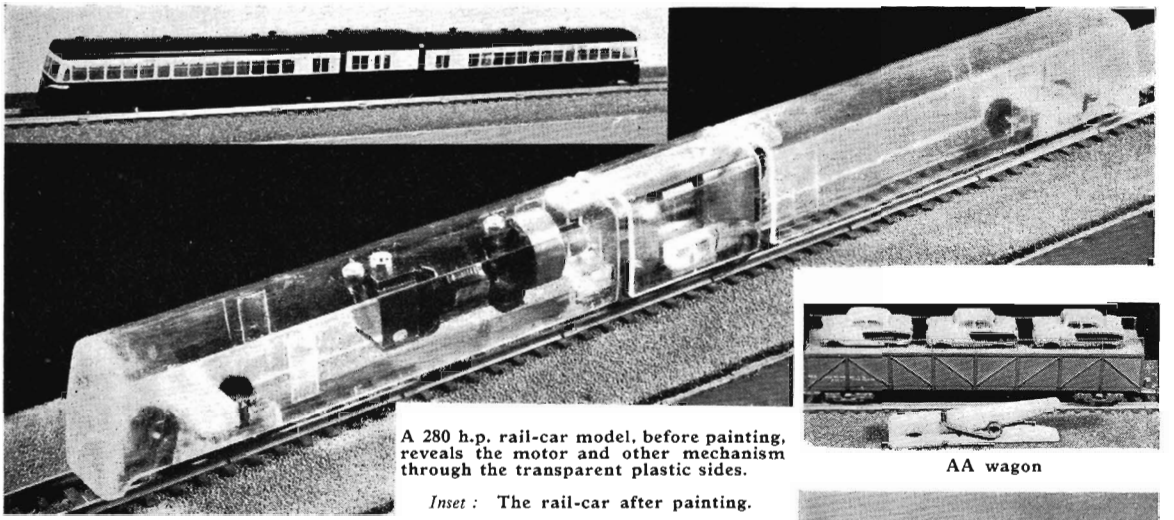


T class model on the Showgrounds track.

Bitumen tanker



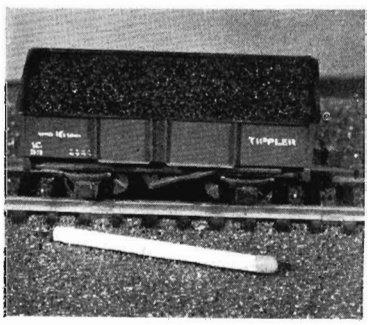
Working model of the rocket launching wagon that was developed by the U.S. Armed Forces. It can be placed in a siding and go through a cycle of movements under the control of an electric timer.



A 280 h.p. rail-car model, before painting, reveals the motor and other mechanism through the transparent plastic sides.

Inset : The rail-car after painting.

AA wagon



IC tippler wagon loaded with "briquettes"

weathering effects which occur in the prototype.

All the motive power units have the motor mounted in the body, the drive to the wheels being transmitted through universal joints, worm and spur gearing.

The B class 2–4–0 steam locomotive on the original *Sydney Express* and the W class diesel-hydraulic locomotive are so small that a satisfactory power unit cannot be fitted, and a power van or car is included in the train to provide motive power. These power vehicles are disguised as normal vehicles so that the illusion of the locomotive hauling the train is preserved.

Flywheels and ball bearings

The motors used in all the power units are commercially produced for the locomotives of a well known line of model trains. They are, however, modified by fitting ball bearings and a flywheel to the armature shaft.

The flywheel gives smoother and more reliable running by providing some inertia to carry the power unit over small areas of dirt on the rail which momentarily interrupt the supply of power to the motor.

The heavily loaded power units such as B, S and L locomotives that haul up to 14-car passenger trains continually for long periods, also have miniature ball bearings fitted to all axles and drive shafts, thus reducing maintenance to a minimum.

The wheels of power units that pick up the electric power from the rails have cast iron tyres attached to steel hubs with epoxy resin. This combination of materials meets the requirements of good wearing properties, reliable pick-up of power, good insulation between tyre and hub, and high strength, particularly of the bond between hub and axle.

The trains are powered by direct current of about 12 volts which is variable to permit correct adjustment of train speed.

Scenery

The scenery which provides such a realistic back-ground for the trains is formed of plaster applied to a suitably contoured base.

The plaster is worked to a variety of textures to simulate bare earth, cuttings, grass land and roads; and is suitably painted. Trees, fences and buildings, all minutely detailed to correct scale, complete the picture.

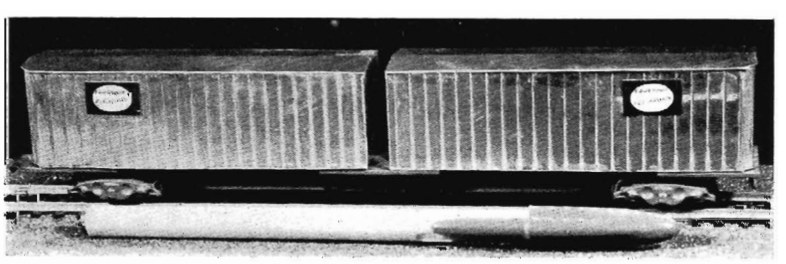
The track on which the trains run consists of nickel-silver flat bottomed rail clipped to a black fibreboard base. This prefabricated track is carefully bent to shape, trimmed to length and stapled to the wood base that forms the track bed.

The electric control wires run beneath the display top. In the Royal Show layout, this space also houses the control relays and batteries.

In addition to normal rolling stock, these displays have featured working models of specialized equipment such as the rocket launching wagon—developed by the United States Armed Forces and the Flexi-Van system of road-rail transfer of goods containers. Each model is self contained; the driving motors and all mechanism are mounted within the vehicle which can be placed on rails in a siding to operate through a cycle of movements under the control of an electric timer. The rocket wagon demonstrates the opening of the roof hatch, erection of the rocket, retraction of the elevating frame and then the reverse movement.

These small models require skills that cannot be classified under any of the trades normally found in industry.

The moulding, machining and fabrication of many types of plastics; the machining, pressing, cold forging, soldering and brazing of metals; and the application of normal industrial processes in unusual ways, all have a place in the manufacture of the tiny trains.



Double Flexi-Van wagon

IT HAD EVERYTHING

A calendar that was published many years ago by the Department really had everything. *News Letter* was recently sent a rather worn copy of the issue for the year 1900. First published in 1893, it is believed the issue of the calendars continued until about 1920.

On a sheet of paper, 30 in. by 20 in., every square inch was loaded with the detailed information that the mind-improvers of the Victorian era loved to impart.

To the compilers of this encyclopaedic work, no calendar was complete that merely showed dates. As can be seen from the section reproduced in the lower picture, they also gave you the day and week of the year; phases of the moon; the rainfall, and the maximum, minimum and mean temperatures for the corresponding month in each of the two preceding years. Then they ransacked world events to find a railway anniversary for every day. And that wasn't too easy. For example—the only event that could, apparently, be found for July 9 was the *Murder of Mr. Briggs in Railway Carriage, Eng.*, 1864; and the entry for November 27 records that *A Welsh train about to start was seized for debt*, 1886.

If you were greedy for more, the sides of the sheet were stuffed with such items as the V.R. parcels rates; Victorian postal rates; public holidays; chief holy-days; fractions of a ton; directory of V.R. officers; railway mileages in each continent; a table showing differences in time between London and Australian capital cities; and finally, a grand summary of the main statistics of Australasian, British and American railways.

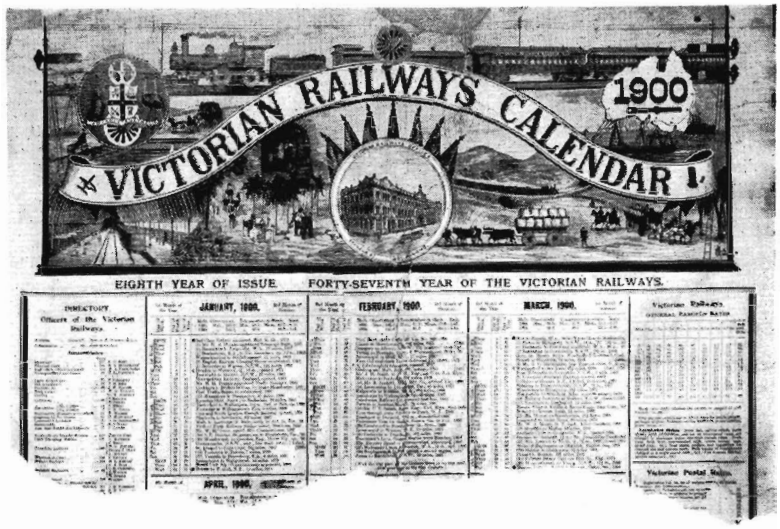
If you look at the lower picture, heavy, vertical black lines can be seen alongside the days of the week. This was a further service to readers, for, a footnote tell us, "the black lines show the alternate or recurring shifts of the Traffic and Loco. employes".

Right at the bottom of the sheet were two small spaces that—in these days—would be left blank. Not so in 1900. Rising nobly to the occasion, the editor filled one space with a quotation from Erasmus Darwin—

1781 { *Soon shall thy arm, unconquered Steam! afar*
Drag the slow barge, or drive the rapid car!

The remaining space was filled with two lines written by the Editor himself as a commentary on the Darwin quotation—

1898 { *Prophetic vision! Man hath used thy force*
With 'Ocean Greyhound' and the 'Iron Horse'.



7th Month of the Year. **JULY, 1900.** 2nd Month of Winter.

Melb. Observatory. Temperature in Shade. Rain.
1898. Max., 64.0; Min., 35.0; Mean, 48.6 —1.90.
1899. ,, 61.0 ,, 30.6 ,, 46.5—1.29.

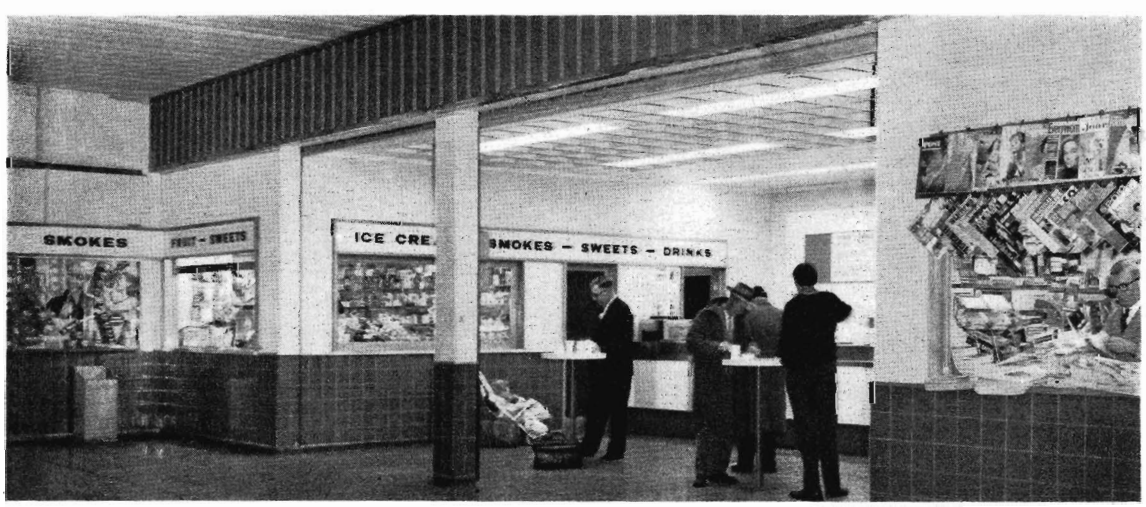
Day of Week.	Day of Month.	Day of Year.	
Sun	1	182	Mr. John Mathieson, new Vic. Com. assumed offi., 1896
MON	2	183	Korng. Vale to Boort, 18 m.; Colac to Cmprdwn, 28 m.,
Tues	3	184	(1) Mullewa to Cue, W.A., 196½ miles, 1898 ['83
Wed	4	185	Deniliquin to Moama, 44 miles, opened, 1876
Thur	5	186	(1) Horsham to Dimboola, 21 miles, 1882
Fri	6	187	(1) Irish Railway Clearing House established, 1848.
Sat	7	188	Castlemaine to Maryborough, 34 miles, 1874
Sun	8	189	Sunbury to Woodend, 24¾ miles, 1861
MON	9	190	Murder of Mr. Briggs in Railway carriage, Eng., 1864
Tues	10	191	(8) Mr. R. Speight left Victoria for W.A., 1896
Wed	11	192	Penrith to Weatherboard, N.S.W., 27 miles, 1867
Thur	12	193	Moorgate St. to Bishopsgate, London, 1875
Fri	13	194	Railway Traffic Employes Union constituted, 1890
Sat	14	195	(4) Parramatta to Blackburn, N.S.W., 7 m., 1860 ['74
Sun	15	196	(7) Bal. to Creswk., 11½ m., & Castle. to M'boro., 34 m.
MON	16	197	Midland Railway Companies consold. and incorp., 1844
Tues	17	198	1st Midland line Leicester-Swannington opened, 1832
Wed	18	199	Huon Lane to Bolga, 6½ miles, 1890
Thur	19	200	1st deliv. of Vic. Coal for use on Victorian Railways, '87
Fri	20	201	Kingston to Narracoorte, S.A., 52½ miles, 1876
Sat	21	202	English Railway Association established, 1870
Sun	22	203	Telegraph between Perth and Coolgardie estab., 1894
MON	23	204	Beechworth to Yackandandah, 12¾ miles, 1891
Tues	24	205	Mr. J. B. Johnston elected empl. rep. appeal. bd., 1896
Wed	25	206	Stephenson's 1st loco. tried Killingworth R., Eng., 1814
Thur	26	207	Geraldton to Northampton, W.A., 34 miles, 1879
Fri	27	208	Birregurra to Colac, 12 miles, 1877
Sat	28	209	Mr. T. Finlayson, Secretary, H.B. Rly., shot dead, '79
Sun	29	210	(26) Smoking compartments ordered by Brit. Govt., '68
MON	30	211	(27) Ry. employés hours of labour Act passed, Eng., '93
Tues	31	212	Ipswich to Grandchester, 21 m., opd. (1st Q. rly.), '65

It must be admitted that amid all this wealth of information, it could have been somewhat difficult to pick out the date. Perhaps it might have been excusable if a tired clerk had dated an occasional memo. with something like "193/7/00".

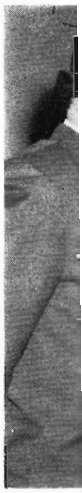
At any rate, the masterpiece must have given a good week's reading to many a railwayman at his lonely bush station.

NEW SPENCER STREET station building viewed from the north. The final phase of the work on the terminal is now in progress.

AROUND THE SYSTEM



Bookstall and drink stall brighten this corner of the concourse leading to suburban and country platforms.



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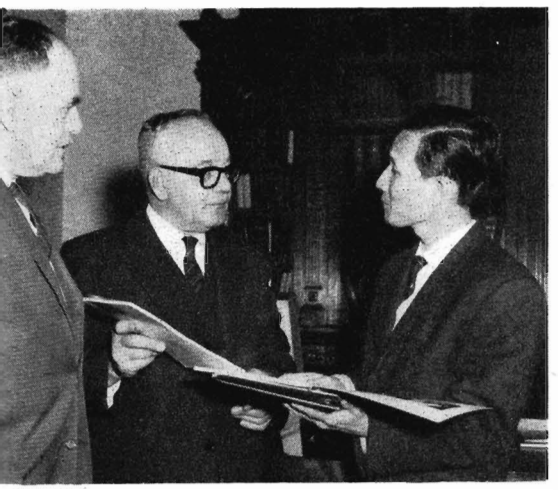
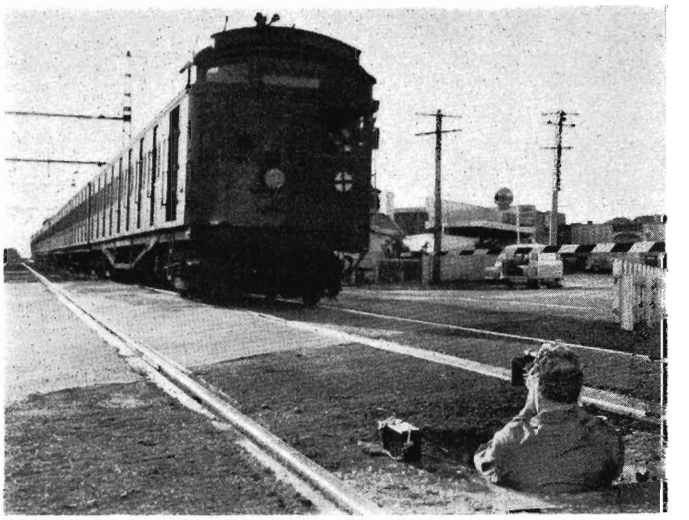


SIA: Before visiting V.R. installations, Mr. Pham Minh *ght*), from South Vietnam, called on the Chairman of Com-rs, Mr. E. H. Brownbill (*centre*) and the Deputy Chairman, . Brown. Mr. Duong, a director of railways, the Saigon pply, Cogido Paper Mills and a Government textile com-isiting Australia as a guest of the Commonwealth Govern-ment.



DOWN THE DRAIN: Standing in a drainage pit, ABV 2 camera-man Keith Taylor photographs an approaching train at Mont Albert Road level crossing. He was one of a team making a TV documentary film on boom barriers (see page 98).

SS electric suburban goods locomotive hauls train over the Cremorne bridge. Ten of these locomotives are in service. Built at Newport and Jolimont Workshops in 1928-9, they have a continuous tractive effort of 14,160 lb.

PUBLIC RELATIONS, ADVERTISING AND PUBLICITY

IT has been said that no organization needs a public relations section so much as a public utility—and a transport system, particularly. No matter how frequently trains run, they are always at the wrong times for some of the passengers. It's obviously impossible to satisfy everyone. And . . . the public regard their utilities as sitting ducks when it comes to real—or imaginary—grievances. In the first V.R.I. lecture of the season, Mr. H. R. Hauptmann, Chairman of the Public Relations and Betterment Board, depicted some of the problems—and achievements—of that section of the Department. The talk, which was illustrated, is summarized below.

Mr. Hauptmann

There is no magic formula for that image making trinity—public relations, advertising and publicity. P.R.A.P. deals with the chemistry of human behavior, and that's why it can't be reduced to a formula.

If there were a magic formula, there'd be such a sameness in advertising, for instance, that no one advertisement would stand out from another. It's the invididual touch that makes advertising and publicity click.

Public Relations

Public relations may be defined as the creation in the public mind of a favourable image of the organization or enterprise concerned. How well this favourable image is created often depends on the skill of the public relations man; although many people have this skill, and use it, without actually realizing it.

You see examples all around you—the corner shop keeper who greets you with a cheerful smile; his eagerness to help and serve makes you want to go back again and again. He's using good public relations, and, at the same time, doing a fine selling job. He's creating a favourable image of his service and business. He doesn't call it " Public relations " he calls it " goodwill ".

Then there's the garage attendant who's ever so willing to fill up your petrol tank, clean your windscreen, check your oil, and so on. He's probably been specially trained to provide this service, for some oil companies believe it's service rather than the brand that is today selling their petrol.

There is no clear cut dividing line between public relations, publicity and advertising. Public relations uses both publicity and advertising to achieve its goal. But the Public Relations and Betterment Board uses advertising and publicity more for the " hard-sell " of the Department's services.

Advertising

While advertising has no magic formula, it has its tricks of the trade.

Coffee sales in a restaurant chain went up when waitresses were told to stop saying: " Do you want coffee ?", but instead, to ask;" Do you want coffee now, or later ?"

The salesman who proposed to his best girl with: " Sweetheart, I'll lay my whole fortune at your feet "; then when she said: " Well, it isn't a very big fortune ", concluded with: " I know, but it will look awfully big beside your tiny feet ", demonstrated its not what you say, but how you say it; presentation is paramount.

T.V. advertising is very effective, but very costly; in fact, with all advertising, one has to assess the value obtained for money spent. Trends are studied. A 1960 media popularity survey in Chicago revealed that T.V. advertising over three years, dropped from 84% to 49%, whereas newspapers and magazines rose about 23%; radio was up from 19 to 34% and poster panels gained 3%.

Just 20 seconds of prime time on a Melbourne T.V. screen cost £110, but as it takes six showings to get a message across, the real cost is £660—*for two minutes of time alone.* To this must be added the cost of the filmed commercial that could range from £100 to £1,000.

Who will see this advertisement ? Viewers could be switched to any of the other three stations, or could have one of those attachments that cuts off the sound when desired.

The best advertising in the world for an organization such as ours comes from the service we give.

If every train always ran dead on time, the public image of the railways, the confidence of the public in railway service, would know no bounds. No newspaper space, radio time or T.V. segments could do such an effective advertising job.

If every customer was always greeted with a smile; every telephone answered with a resonant warmth; every problem tackled with an attitude of graceful help, friends of the Department would be legion.

The best advertising is in the hands of railway men and women.

Posters

Posters are means by which railway services are promoted. But are they worthwhile ? What kind of job do they do ? (Vital questions, and not normally easy to answer.) Fresh and well posted, they can make a station attractive, but do they sell ?

A poster produced for the Australian Railways Exploration Association gave a definite answer. It was rushed up when the Society could not sell its special with its three sleeping carriages. It was the only means of publicity, yet within a fortnight the Association asked for it to be taken down, because:

- the sleepers had been increased to six;
- no more could be put on the train;
- officials were being worried silly by inquiries.

Bogie exchange symbol.

One of the overprint posters that caused a spectacular increase in inquiries for rail travel to Adelaide.

Revenue, too had jumped £400. Here was proof that a railway poster could really sell. And since then, similar reports have been received time and again. That is why neat, filled poster boards are so valuable.

Overprint posters

For an overprint poster, someone's stock poster is used with a railway message such as "Go by train" printed on it. Both parties are happy as the producer gets display space and the V.R. message gets across.

Some time after a series of overprints were displayed for the South Australian Government Tourist Bureau, the Melbourne office reported "a spectacular increase" in inquiries for rail travel to Adelaide. Again, proof that railway posters sell.

Poster production

In producing posters, the aim is for a picture that is graphic, and text that is telegraphic. Fortunately station posters can be studied at close quarters, so the design approach generally is to have some arresting feature—to stop the passers by; and then, if they are interested, they will find details in smaller type.

Phraseology is very important in poster, press and pamphlet work, for facts only become potent when they're presented palatably. Words are the tools of trade and must be kept sharp. Yet phrases must be pregnant with meaning, and it takes rare skill to conceive them.

The right headline delivers its punch by choice, not by chance.

To many people, evening and night mean the same, but any girl will tell you there's a vast difference between an evening dress and a night dress. And which would you prefer to buy—Death Insurance or Life Insurance.

Railway news

Newspapers, radio and T.V. stations, and other media are told about our railway news by the issue of "News Items" or information sheets.

Papers *do* like to receive well written items, that must be prepared with true journalistic skill if they are to compete with other items received by the papers.

Planning promotions

When a big promotion (a publicity campaign) is planned, a few notes are first jotted down on small sheets of paper—just thoughts. Then, planning becomes more detailed and large sheets of paper are used. Objectives are outlined, and methods of attaining these objectives start to take shape. The rubber is used frequently. Finally, the preliminary campaign is committed to an ink draft. It includes a number of ideas that never come to pass, as well as those used. In the case of the standard gauge, planning was done *three* years before the standard gauge line opened.

The forwarding agents, too, helped the general publicity with their own promotions. It's sound practice to hitch your publicity to someone else's—both parties gain.

Bogie exchange

A later development of the standard gauge campaign was publicizing the system whereby broad gauge bogies were changed for standard gauge bogies under a loaded freight van, and vice versa, so that goods could go over two different gauges without transhipment.

First, a suitable catch phrase that would tell what happened was sought; the possibilities of reducing the phrases to initials were explored. Change of wheels proved to be a COW of a title; bogie change could create wisecracks about vintage thinking in the railways.

And that's how B.E. evolved. Its presentation was tried in many forms. To give one example, forming the words with a common E in "bogie" and "exchange" was tried. Sample B.E. advertisements were roughed out to see its impact.

Finally a symbol was designed that did the job. In the end, both the initials and the phrase were used, although the emphasis was on B.E.

Pamphlets

A valuable publicity medium is the pamphlet. Several years ago the width was reduced to conform with the slimmer, internationally accepted travel folder, except that a width of 3½" was adopted for the most economical use of paper.

Tests of pamphlet holders at stations have shown that the public in general only take pamphlets when they want them, but leave them in the holders when they have no interest in them. So, supplies are not unduly wasted.

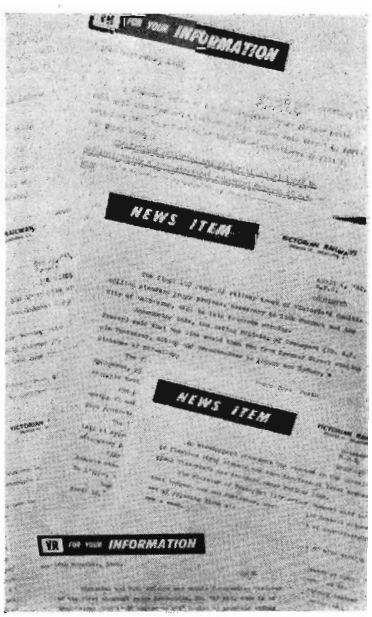
A large range of pamphlets is produced. If there is ever something a railwayman wants to promote, the chances are the Public Relations and Betterment Board has a pamphlet to help him.

Royal Show exhibit

Pamphlets are most effectively placed in the hands of those of the general public who are not rail users, through displays such as the Royal Show.

Housed in the corner of the R.A.S. Administrative Building, the railway exhibit is a popular show attraction—one reason being the model railway layout with its realistic rolling stock (see story on page 100).

Models of a larger scale are also used as attention-getters in window displays of our authorized travel agents, and in any other place that wishes to tell the railway story, to our advantage.



Information sheets ("News Items") are used to inform the press, radio, T.V. stations and other media about railway happenings of news value.

APPRECIATION . . . .

60,000 miles on V.R.

HAVING recently returned from a visit to Chiltern, which was my 152nd return trip from either Albury, Wodonga, Barnawartha or Chiltern, I would like to thank all the railway staff who made that travelling so safe. Altogether I have travelled some 60,000 miles as a paying passenger on the Victorian Railways, exclusive of suburban journeys.

—Edward Draper, 36 Lynch Street, Footscray

Grape Harvest

ONCE again I wish to convey my appreciation to you and all members of your staff who participated in the movement of grape harvest hands to Sunraysia, Robinvale and the Mid Murray Valley district of Victoria.

In particular I wish to thank Mr. Graham Smith of the Traffic Branch, the Managers of Railway Refreshment Services at Spencer Street and Ballarat and the Stationmasters and staffs at Spencer Street, Redcliffs, Mildura, Robinvale and Nyahwest for assistance and advice freely given at all times.

—W. K. Allen, Regional Director, Department of Labour and National Service, writing to the Secretary for Railways

Springvale

I had occasion to make inquiries from a young station assistant at Springvale on Sunday (10.5.64) at about 4 p.m. regarding the next train to Melbourne as I was anxious to be in time for a connexion at that end.

This young man was most courteous and helpful, even coming a few minutes later on to tell me the train was running 3 minutes late.

When one is rather anxious, this well mannered attention is to be commended, so I wish to say " Thank you " and wish him a successful future.

—(Miss) H. Holford, 125B George Street, East Melbourne

Lord Mayor's Children's Camp

ON behalf of the Directors of the above-named Camp, I wish to convey to you our most sincere thanks for the kindly interest and practical assistance you rendered the Camp during the 1963/64 series of Camps recently terminated.

The Camp Manager, Mr. E. R. Price, has informed us of the excellent service the Victorian Railways gave the Camp in organizing the transportation of the children from their respective districts. It is only through the continued interest and assistance rendered by the Victorian Railways that the Camps were again so successful. We are particularly grateful to the Traffic Branch, Refreshment Services, and also the staff at Spencer Street Station who went out of their way to assist us throughout the season . . . . .

—E. L. Curtis, Lord Mayor, writing to the Chairman

Southern Aurora

MESSRS. George and Alex. King of Ballarat recently travelled to Sydney with a party of Victorian ex-oarsmen in *Southern Aurora*, to attend a reunion in conjunction with the holding of the King's Cup at Sydney, and they have asked that I convey to you their appreciation of the enjoyable and comfortable journey, which was brought about, not only by the high standard of the train, but also the kind and considerate service which they received from the train crew.

—A. T. Evans, M.L.A. writing to the Minister of Transport

Dynon Tours

I wish to express the appreciation of the staff and Cadets from this Depot for the arrangement of the two recent visits to the Dynon Depot. We were impressed by the organization behind the tour and the leaflets provided. The visits provide another link in our overall programme of community education for Police Cadets.

H. Ford, Inspector, Training Division, Victoria Police

Burwood

I wish to advise you of the excellent help and courteous attention given to me, an interstate visitor, by the Assistant Stationmaster at Burwood on Monday and Tuesday evenings, June 8 and 9.

Due to a sudden illness of our 14-weeks-old baby, we were forced to alter our arrangements to return to Sydney. Thanks to the ready co-operation and friendly assistance given to us by your employee, our return arrangements to Sydney were completed to our entire satisfaction.

—R. C. Harry, 7 Willis Avenue, St. Ives, N.S.W., writing to the Secretary

WORTH QUOTING

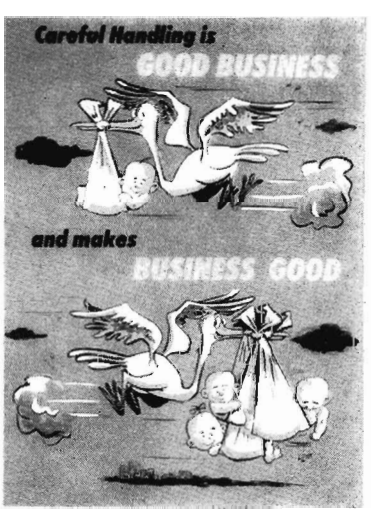
AIR navigation is the form of transport which is subsidized most heavily by Australian governments . . . In the last financial year the Commonwealth bore air navigation costs amounting to £16,755,000 and received a total revenue from air navigation charges of £3,264,000. The loss therefore suffered by the Commonwealth or the subsidy paid on air transport amounted to about £13,500,000. The deficit of the State railways in the previous financial year was about £18,600,000. The number of passengers who travelled by aircraft and in respect of whom the Commonwealth incurred costs or from whom it derived revenue was 3,930,000. Therefore the Commonwealth pays an average subsidy of £3.8.0 per air traveller in Australia or in the Territory of Papua and New Guinea or going or returning from overseas. This is a very heavy subsidy . . .

—(E. G. Whitlam, Deputy Leader of the Opposition, speaking in the House of Representatives)

PRACTICALLY everybody in the country thinks that he would, if only he could spare the time, be able to do the transport job better than those currently in charge of it.

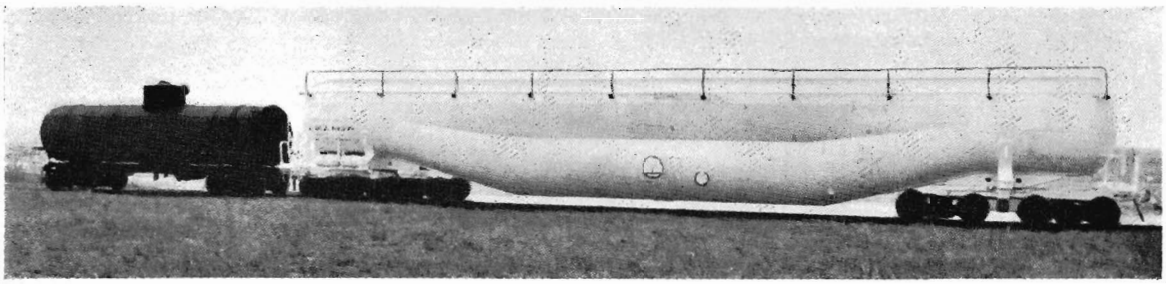
R. M. Robbins (Institute of Transport Journal), England.

U.S. Poster



From Illinois Central Magazine

LINES FROM OTHER LINES



The 50,000 gallon capacity tank car and a normal sized tanker.

Largest tank car

THE Union Tank Car Co. of America has built, what it claims to be the largest tank car in the world.

With a capacity of 50,000 gallons, it is 89 feet in length. It has a maximum allowable weight on rails of 440,000 lbs. The new tank car is designed to carry liquid petroleum gas or anhydrous ammonia.

The Company explained that the tank car was designed to encourage railroads to reduce rates to shippers because of the economies of handling fewer cars for a given amount of product shipped.

—*Railway Age*

Remote-controlled trains

REMOTE-CONTROLLED passenger trains went into service in April on London's underground, using an uncovered section of line with five stations between Woodford and Hainault in Essex.

Each train has a " crew " of one, a man called an operator who opens and closes the doors and starts the train by push buttons. The rest of the operation is automatic.

Electronic control equipment makes the train accelerate or slow down, stops it at appropriate signals, at station platforms, and when another train is too close.

The operator is at the front, in what on ordinary trains is the driver's cab, and, if the automatic equipment develops a defect, he can switch over to manual control.

The service is a full-scale trial of the system and follows experiments on a two-station run about a year ago. It is hoped that the new Victoria underground line, linking several of London's main line stations, will be equipped with automatic trains when it opens in 1968.

Speed tests in England

HIGH speed test runs were recently held on British Railways to pave the way for extensive speeding up of express services, reports *Western Rail News.*

A 7-coach London to Plymouth train, hauled by a 2.700 h.p. diesel-hydraulic locomotive, covered the 226 miles in less than three-and-a-half hours, with text book driving.

Another run, from Paddington to Bristol, in a 12-coach test train, again showed the diesel's quick acceleration and sustained high speed, even uphill. Speeds of over 90 m.p.h. were maintained, and the train did the 118 miles in 105 minutes—" five early ". On the way back—with a seven-coach train—the run was done in 25 seconds under the target of 95 minutes.

V.R. Symbol

THE V.R. symbol that is used on our locomotives was referred to by the *International Railway Journal* as " probably the best example of a successful railway symbol in Australia ".

Rail Cruises

AN interest in rail travel for pleasure is developing in the United States, to judge from three *Americana Rail Cruises* now running. Each consists of a 15-car train chartered by a travel company to take a maximum of 300 passengers on a 23-day tour of the United States and Mexico. For a fare of approximately £500 the passengers will have dancing and entertainment on the train as well as overnight stays in luxury hotels.

New locomotive

Finland State Railways locomotive

DESPITE the V.R. symbol, this is not a new diesel locomotive for Victorian Railways, but for Finland's State Railways—Valtionrautatiet. Rated at 2,800 h.p., these Hr 13 type locomotives are designed for easy conversion from diesel-electric to 25 kV, 50 cycle straight electric operation, as the *V.R.* plans to electrify nearly 20% of its route mileage within 10 years.

AMONG OURSELVES . . .

Photo success

Mr. Hayne

THE postman made two welcome visits last month to Mr. Roger Hayne, a Photographic Assistant in the Stores Branch. On the first visit, Roger received a certificate of Illustrative Photography sent by the Royal Melbourne Institute of Technology, following the completion of his course at the end of last year. The next day, postie brought another letter, this time from Kodak. It contained a special award of a bronze medallion and a certificate of excellence for a 35 mm. transparency submitted by Roger in the 1963 Kodak Colour Competition. For that competition, 150,000 entries were received. From the Australian entries, a selection of 50 was made for possible exhibition at the New York World Fair. Among them was Roger's. Roger joined the Department nine years ago and has been in the photographic section for five years. He is one of this year's Departmental nominees to the Junoir Chamber of Commerce. Winter week-ends often find him ski-ing at Mt. Buller or Falls Creek.

Principal Fares Officer

FOLLOWING on the retirement of Mr. A. Fergeus, Mr. C.F. Williams has been appointed Principal Fares Officer. Starting in the then Transportation Branch, in 1924, Mr. Williams worked in Head Office, at Leongatha, Dandenong and various suburban locations. After being transferred to his present Branch in 1934, he worked in the passenger, goods and claims divisions before becoming a commercial agent.

Mr. Williams

For some time he was assisting in the arrangements for the introduction of new fares following on the increases made since the post-war period.

Prior to his present appointment, Mr. Williams was Fares Investigation Officer.

Came equal

TWO members—Mrs. D. Mulder and Mr. J. Fleming—tied in the V.R.I. Camera Club's 1963–4 competition for the highest aggregate in points awarded in colour slide competitions held throughout the year.

BOOK NOTES *FROM* V.R.I. LIBRARIAN

AH, these winter nights with icy winds moaning outside and the rain belting up against your windows—and you warm and happy with a roaring fire, a deep, comfortable chair, and a book from the V.R.I. Library. Sounds good? Try some of these :

The Spy Who Came In From The Cold, by John le Carre. Topical title, topical book. A thriller, but its real people and believable situations put it way ahead of most spy stories.

The Male Response, by Brian Aldiss. A young bachelor engineer goes to a small African republic to install a computer, and finds . . . well, you read it and see. Typical Aldiss humour throughout.

Evenings In The Orchestra, by Hector Berlioz. Yes—the great composer himself. Charming satirical tales. Not everybody's taste, but definitely for anyone musically inclined.

The Vintage Turgenev. Two volumes containing seven short novels and stories by the great master. An excellent introduction to Russian literature, incidentally, Turgenev being one of the easiest Russians to read.

Goethe's *Faust*. Bit heavy? Don't believe it! We have the sparkling translation by Walter Kaufmann, with original German text included.

A fanfare for Theodore Sturgeon! This towering figure in science fiction at last makes his appearance in the library, with *E Pluribus Unicorn*—a collection of stories gently fantastic, blood-curdling, and hilarious.

For those who prefer to tinker with gearboxes, fret-saws, and transistorized geezenstacks on long nights: have you seen our brand-new Technical Library Catalogue? Yours for the asking.

Lots and lots of children's books, of course. And—I nearly forgot to mention—we have the complete adventures of *Colonel Pewter In Ironicus*.

Prizes for Apprentices

V.R. apprentices with (centre, front row) Messrs. H. Slinger (College Principal), C. S. Morris (Chairman of Staff Board), and R. W. Curtis (Supervisor of Apprentices). The occasion was the presentation of prizes, last month, by Mr. Morris. Prizes to the value of £450 were won by 80 of the apprentices.

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Puglia, S., Melb. Goods
McRostie, T. F., Melb. Goods
Smith, P. B., Spencer Street
Gough, P. J. A., Flinders Street
Lanigan, W. P., Newstead
Beretta, A. L., Geelong
Stomann, O. A. O., Wakool
Brown, R. S., Shepparton
Waters, E. R., Upper Ferntree Gully
Gill, E. A., Sunshine
Neumann, J. H., Bendigo
Powell, W., Head Office
French, W. H., Cheltenham
Irving, W. A. S., Graham
Ayre, L., Geelong Goods
Middleton, G. F., Flinders Street
Coker, W. J., Dudley Street
Collins, F. W., Spencer Steeet

ROLLING STOCK BRANCH

Cookesley, G., Jolimont
Rees, E. H., Nth. Melb. Shops
Stares, W. E., Sth. Dynon
Bourke, G. T., Newport
Daly, F. J., Nth. Melb. Shops
Moloney, D. P., Sth. Dynon
Booker, H., Newport
Harding, C. W., Jolimont
Crumpton, T. B., Head Office
Trewin, A. L., Newport
Shirreff, A., Geelong
Lessels, G., Newport
Valentine, G. H., Newport
Barnett, W. G., Ballarat North
Rennie, P. R., Ararat
Mayne, P. C., Jolimont
Fuzzard, T., Bendigo North
Mitchell, R. H., Nth. Melb. Shops
Scibberas, A., Newport
Dunstan, J. S., Bendigo North
Hall, T. F., Newport
Giordana, S., Jolimont
Wooding, N. L., Newport

WAY AND WORKS BRANCH

Beddoe, J. B., Maryborough
Sedgman, B., Flinders Street
Frisch, A. J., Warrnambool
Elliott, R. F. A., Ballarat
Allen, E. C., Spotswood Workshops
Priest, D., Bendigo
Laracy, T. W., Seymour
Perry, T. P. L., Maryborough
Bengtssen, H. C., Flinders Street
McLean, D. G., Flinders Street
Billinghurst, J. H., C/o Foreman Painter
McAuliffe, M. B., Flinders Street

STORES BRANCH

Taylor, J. G., Head Office

ELECTRICAL ENGINEERING BRANCH

Harper, H., Testing Division Spencer St.

. . . AND DEATHS

TRAFFIC BRANCH

Chapman, L. R., Metro. Supt. Office

ROLLING STOCK BRANCH

Stuart, H., Newport
Sapountzis, E., Newport
Black, A. C., Ballarat North
Smith, P. E., Sth. Dynon
Breen, J. J., Bendigo North
Finlay, G. D., Newport

WAY AND WORKS BRANCH

Day, G. R., Korong Vale
Henderson, T. J., Ballarat
Francesca, G., Flinders Street
Atkinson, J., Bendigo
Grieves, W. H., Spotswood Workshops
Cocking, T. L., Flinders Street
Sticker, R., Wangaratta

STORES BRANCH

Riley, E., Newport Workshops Storehouse

ELECTRICAL ENGINEERING BRANCH

Breden, A. J., Elec. Workshops, Spencer Street

Woman's Amateur Athletics

THE V.R.I. Women's Athletic Club concluded the 1963/64 season with rather mixed success. The seniors failed to make the final four, missing out for the first time in many years, while the juniors, although finishing second in the home and home fixtures, were beaten by one point in the final of their section.

Individually the Club did pretty well, a number of girls being selected to represent their State in various events. Ronda Jenkins and Marlene Bray made the Victorian team for Sydney to compete for the R.H. North trophy, and also gained selection as Victorian representatives in the Australian championships. Ann O'Connor was selected in the sub-junior Vic. team which competed against South Australia, while Noelene Nicolson was in the junior team against South Australia. Marlene Bray also received a trophy presented by the Melbourne Moomba Carnival Committee to the V.W.A.A.A. for the most improved athlete during the 1963/64 season. In the Victorian championships, the senior relay team finished second in both the 300 yards and 400 yards relays.

New grade records were made by V.R.I. girls in the senior "D" grade 100 metres (12.1 sec.,) and junior "B" grade 100 metres (12.6 sec.) and 440 yards relay (53.2 sec.)

Men's Basketball

OVER the Queen's Birthday holiday weekend, a team of V.R.I. basketball players went to Adelaide to compete in a tournament with Commonwealth and South Australia.

The Victorian party consisted of Graham Bell, (Capt), Garry Stitt, Bob Duff, John Holness, Ernie Huber Denis Kerby, Peter Lee, Graham Edwards and Tom Watson, with me as Institute Representative.

On the Saturday, after a short address of welcome by the President of the S.A.R.I., Mr. H. G. Rosevear, at the Railway basketball courts, matches began with Victoria playing Commonwealth. It was a hard slogging game, with the defence of both teams being on top. At the half-way mark, the Vics. held a four point lead over their opponents, 12 to 8. Throughout the second half, our team managed to hang on grimly to their narrow lead and eventually ran out winners 22-18. It was not a brilliant game, but interest was maintained by the closeness of the scores and the torrid pyhsical clashes, particularly after half time. Graham Edwards (Victoria), was adjudged the best on the court.

In the second game, South Australia met Commonwealth. The locals immediately went to the lead, and ran out easy winners 38-18. Alec. Nemeth (S.A.) was the best player in the match.

In the final match, South Australia v Victoria, both sides appeared a little nervous at the start. The Victorians were first to settle down and gradually drew away from the South Australian boys to lead 11-4 at the long interval. Victoria increased its lead and with less than 15 minutes left, the scores were Victoria 19, South Australia 9. Then a dramatic change came over the match, S.A. lifted its game, and slammed on six goals to snatch the lead 21-19 with only a minute to go. In a desperate effort by Victoria, the brilliant Graham Edwards threw a goal as time was called, and the full time scores were 21-21. Five minutes extra time was ordered, and the Victorians scored 6 points to their opponents 3 to run out winners 27-24. John Holness was the star of the game.

At a buffet tea held in the S.A.R.I. Building, Mr. R. J. Fitch (Assistant to the Commissioner) presented to Graham Bell the shield (donated by the V.R.I.) for the undefeated champions of the Tournament. Mr. P. King, manager of Commonwealth, presented the individual trophies (donated by that system) to the best player in each game played, Graham Edwards (Victoria), Alec. Nemeth (South Australia) and John Holness (Victoria).

Our thanks go to Messrs. B. L. McInnes (General Secretary), W. Dunbar (Asst. General Secretary), Ian McLeod (Sports Secretary), E. Stephens, B. Dineen, S. Watson and the ladies of the S.A.R.I. for the way in which we were welcomed and entertained during our stay; and our congratulations to the organizers for the efficient manner in which the tournament was conducted.

Table Tennis

THE 1964 V.R.I. Table Tennis Championships were held at the Albert Park Table Tennis Centre on Sunday May 31. An excellent entry of 26 was received, including eight country players (representing Bendigo, Geelong and Horsham). The winner of the singles championship was Kooyong's popular station assistant, Oliver Chan, who defeated Wally Lawrie three games to two in the final. This was Oliver's second win, having been successful in 1960. Wally Lawrie and Ray Harkins combined well to retain their open men's double title, defeating the Bendigo pair John Carey and David Mudford. The country singles title was won by John Eldridge (Horsham), the runner-up being David Mumford (Bendigo). The final of the consolation singles event was an all-country affair, with David Mumford beating Gino Roiter (Horsham.)

Mr. Chan

Immediately after the championships, a squad of 16 players was chosen from which the 12 players to represent Victoria at the Interstate Carnival in Sydney next September will be selected.

Swimming

AT the annual meeting of the Sunshine V.R.I. Swimming and Lifesaving Club, held at the Sunshine V.R.I. on May 25, it was announced that 14-year-old Jennifer McCarrick, and 12-year-old Arthur Tobin had won the girls' and boys' sections respectively for the V.R.I. shield. This shield is awarded annually to the girl and boy who obtain the most points allotted for subjects as widely varied as swimming ability, manners, dress, behavior, etc.

Popular President Eric Newton (electric train driver, Jolimont) told me that the club has 188 members, 80 of whom are juniors. The performances recorded over the past twelve months reflect great credit on the coach, Mr. W. Hill, (also an electric train driver), and the assistant coach, Eric Newton, Jnr.

Flashback

I feel in this month's Flashback we should congratulate Dick Harris for the great job he did while in charge of Richmond.

The ball eludes the players in match between Codon and Suburban lines.

Football

WITH the completion of the second round of the home and home matches, Newport Shops and Loco are leading, each with one defeat, followed by Suburban Lines and Codon.

Golf

A very pleasant day's golf was enjoyed by members of the V.R.I. Golf Club when they visited Queens Park Links, Geelong, on Sunday, June 7. Players from Geelong, Ballarat, Trentham and Melbourne competed in a stroke competition (handicap), the result being a win, in the men's section to A. Wilkinson, who returned a net 63, and in the ladies section, to Mrs. Mayberry, who had a net 69.

Olympic Games

IT is pleasing to report that a member of the Rolling Stock Branch and one from the Construction Branch have been selected for the Australian Olympic Team for Tokyo. What is even more worthy of note is that these two sportsmen are attending their third successive Olympics. They are Rod Johnson, Assistant Engineer in the Rolling Stock Branch, who will represent Australia in the free Pistol event, as he did in Melbourne (1956) and Rome (1960), and Andy Szakall, clerk, of the Construction Branch, who has been appointed manager of the Australian Fencing Team, a position he occupied in 1956 and 1960.

Rod, who first took up pistol shooting in 1955, was Australian Champion in 1959, and runner-up in '58, '60 and '64.

Mr. Johnson

He has held the Victorian title since 1955 except in 1958 when he was beaten by 2 points. As well as being a competitor, Rod has also taken a keen interest in the administrative side of this sport. He has been hon. secretary of the Victorian Amateur Pistol Association since 1960 and was elected President of the Amateur Pistol Shooting Union of Australia in 1963.

Andy who could probably claim the title of Australia's Mr. Fencing, migrated from Hungary in 1949, and immediately made his presence felt in the fencing world. He formed the V.R.I. Fencing Club in 1950 and has been hon. secretary, hon. instructor and delegate to the Victorian Amateur Fencing Association since. He was an active fencer until 1957, and from 1952-7 contested the final of every Victorian and Australian foil and sabre title.

Mr. Szakall

The positions he held in the Victorian Amateur Fencing Association include vice-president (1952-5), president (1956-61), state selector and state captain since 1952. In 1962 Andy was made an hon. life member of the Association. On the national scene he has been technical director since 1952, Australian selector since 1956, chairman of the judging panel since 1960, and was elected hon. secretary of the Australian Federation in 1964.

GONE but not forgotten

My engine now is cold and still,
No water does my boiler fill,
My oil affords its flame no more,
My days of usefulness are o'er.

No more I feel each urging breath,
My steam is now condensed to death,
Life's railway o'er, each station passed,
In death I'm stopped and rest at last.

The *Times* (Sale) laments the passing of the steam locomotive.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne 2299—64

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST

1964

Trains to Eppin

ON July 14, a works train brought material to Epping in order to prepare the track for the extension of the electric train service on November 30. It was the first train in almost five years to use the section between Lalor and Epping.

The line through Epping to Whittlesea was built in 1889 when steam-hauled trains were the order of the day. For many years prior to 1959, a rail motor ran the 15 miles between Thomastown and Whittlesea.

When the line was electrified from Thomastown to Lalor in November 1959, the rail motor service was discontinued and the remainder of the Whittlesea line closed, with the promise that the service would be extended to Epping in five years time.

Closure of the line followed heavy financial loss in providing a passenger service, and the line had little other revenue as there was no regular goods train service beyond Thomastown.

The new Epping railway station will be in a more convenient position; and opportunity will be taken to convert the single-faced Lalor platform to an island one, with consequent benefit to train schedules.

Glen Waverley development

SEVEN shop sites at the entrance to the new Glen Waverley railway station have been leased to a Melbourne business firm—Retail Developments Pty. Ltd. The lease is for 33 years, with an option of a further 10 years.

The shop sites are part of a £100,000 project developed by the Department and the City of Waverley.

First suggested in 1959, the plan involves about two-and-a-half acres of railway land on the Springvale Road side of the existing railway station.

Provision has also been made for a shoppers parking area for 203 cars, a toilet block, a bus terminal and taxi ranks.

The nearby railway free car parking space will be increased to hold about 50 cars.

Increased s.g. traffic

STANDARD gauge freight traffic continues to boom. For the year ended June 30, it jumped by over 300,000 tons to nearly 1½ million tons—an increase of 29 per cent. above the previous year.

Freight from over the New South Wales border to Melbourne rose by 186,799 tons to 844,986 tons. In the reverse direction, the tonnage was 553,706—an increase of 128,264 tons.

The substantial increase in tonnage handled by standard gauge freight trains reflects the efficient rail service provided, and again reveals the diversion to rail of traffic previously handled by other transport and also the increased productivity of the nation.

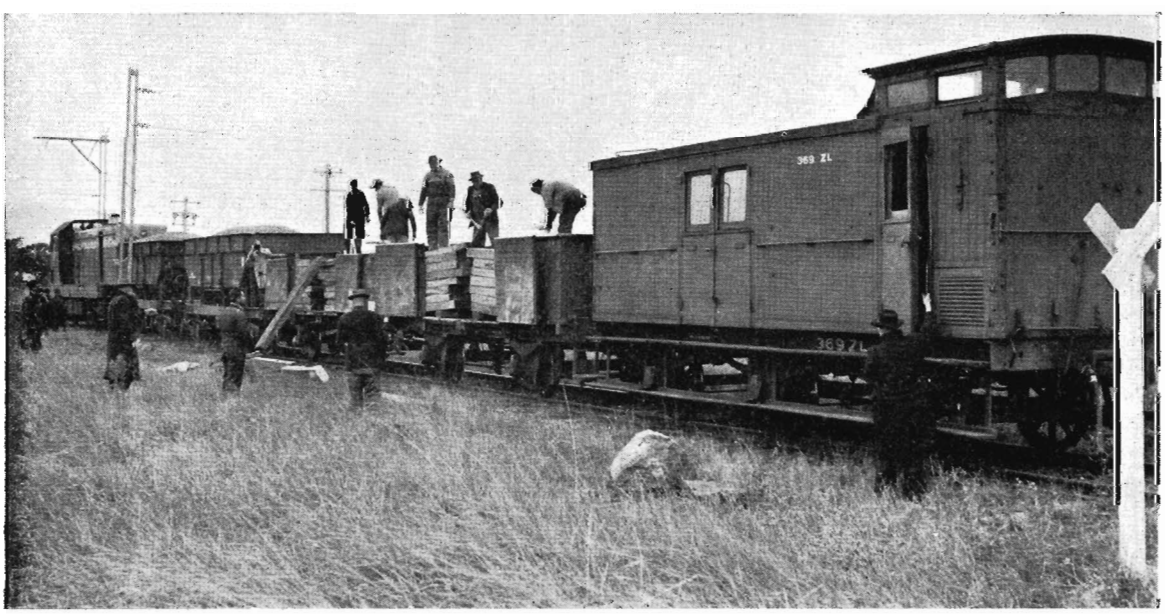
Up to seven freight trains now run daily in each direction on the standard gauge line, compared with two or three when the line was first opened in 1962.

The one-day tonnage record for freight moved to Melbourne stands at almost 5,000 tons.

The faster service provided by the direct standard gauge line has also helped to increase the tonnage handled to and from South and Western Australia. In recent months there has been an upward trend in such consignments, a trend which has also been helped by bogie exchange.

FRONT COVER

GOVERNOR AT NEWPORT WORKSHOPS : In the Pattern Shop, Sir Rohan Delacombe, attended by his Aide-de-Camp, listens to Foreman C. Sleeman (*right*) explaining the technique of making plastic patterns. At left is Mr. R. H. Y. Roach, Manager of the Workshops (*other pictures on page 116*).



Unloading sleepers for re-conditioning track at Epping.

Flinders Street grape vine

THE vine growing over B Box at Flinders Street must be the most publicised one in Australia. Obvious to passengers in passing trains it is sure of arousing some comment during the bearing season—and even at other times. Following a reference last month by *Sun* columnist Keith Dunstan, a correspondent, Mr. L. J. Williams, claimed that in 1912, the vine, a small slip, was planted by his father—Dan Williams— who was then a signalman at the box. He adds that it bore its first fruit about 1915.

The present staff at the Box say that, in good seasons, it bears well, particularly on the sunny side. In dry weather it gets a bucket of water to help it along, and, each year, receives skilled pruning by a Departmental gardener.

But still the vine her ancient ruby yields, the Persian wine-bibbing poet Omar Khayyam consolingly reflected. Although—so far as known—the B Box vine yields no " ruby ", it never fails to yield an annual paragraph to the local press.

Change to 50 cycle

GOOD progress has been made in the conversion of the Department's power system from 25 to 50 cycle frequency. To date, more than half the obsolete 25 cycle substation plant has been replaced and augmented by modern 50 cycle plant. So far, the savings made possible by the conversion amount to £88,000 a year.

Blocks for sale—cheap

UNFORTUNATELY they're not building blocks. They're the metal blocks used by printers to reproduce pictures. Most of those for sale are the blocks used for the illustrations in the Department's history—*V.R. to '62*. They are now available at nominal prices, according to size.

A number of blocks of steam locomotives are also for sale.

The blocks will be available only up to October 31, next. After that date, any left unsold will be scrapped.

Further information may be obtained from the Senior Clerk, Public Relations and Betterment Board, Room 98, Head Office (telephone 1489).

Suburban improvements

TRAIN services on the Box Hill line will be improved next month with the completion of three miles of third track from Hawthorn to East Camberwell.

The alterations will mainly affect peak hour services.

The first two-and-a-half miles of the track came into use last December. This has already improved the efficiency of train schedules.

Signalling equipment, the first of its type in Victoria, allows the complete track route, including points and signals, to be " set " for a train by pressing one button, instead of operating a number of levers that change individual sets of points and signals.

The third track will ultimately be extended from Hawthorn to Burnley.

Between Burnley and East Richmond, preliminary work is in progress to allow for two extra tracks that will run from Jolimont Junction to Burnley.

At East Richmond, the existing platform for up trains will be demolished, in due course, and a new platform and station buildings erected on the south side of the tracks.

Meals mean money

THE greater comfort and more pleasant surroundings of the refreshment facilities at the new Spencer Street terminal are appreciated by the public, if the rise in revenue is any indication. Since the opening of the new cafeteria and dining room (early last December) to the end of June, the revenue from those facilities has increased by nearly 7% over the corresponding period in the previous financial year.

Statues removed

AN observant reader of the Department's history – *V.R. to '62* – noticed that on the drawing of Head Office, printed on the end-papers of the book, statues are shown over the front entrances. The reader asks what became of them. The answer is that they were removed in the late 'twenties for reasons of safety.

New record

FOR the third consecutive year, the Department has established an all time record for the movement of superphosphate.

During the 12 months to June 30, 897,974 tons were railed. This was 135,610 tons more than the previous record attained during the 1963 financial year.

The new record reflected the continued rise in rail consignments of superphosphate in recent years, and the buoyant state of the industry which was given a boost by a Government subsidy of £3 a ton.

The Department experienced no difficulty in handling the additional traffic, although at one period there was a production shortage of superphosphate that caused a bank-up of orders.

Early this year, more than 20 additional freight trains, mainly carrying superphosphate, ran every week for three months on some lines that did not normally have a frequent service.

The additional trains expedited deliveries and assisted farmers during the peak of the superphosphate season. The scheme, first introduced in 1961, again proved highly successful.

However, without the co-operation of users who greatly assisted the Department by prompt unloading of wagons—thus making them available for a quicker turnround—the new record figure might not have been so high.

WORTH QUOTING

A recent drive to Sydney along the Hume Highway showed only too vividly how this main artery has been allowed to deteriorate over the last decade. The wonder is that there have not been many more fatal accidents than those continually being reported . . . .

The strain of driving on such a road is immense as the road transports on the interstate haul are a menace to every motorist who undertakes the trip. From an enjoyable 12-hour drive the trip has assumed almost nightmare proportions . . . .

If these huge vehicles are going to be permitted to use highways specifically designed for normal road traffic then they should pay for the privilege—perhaps by means of a highway tax on a tonnage basis with the money so derived being put into building a duplicate highway as there is ample road width throughout most of the route to cater for this.

However, as the usual cry of protest is heard at such a proposal, then why not use the rail link with Sydney ? The public has financed the improvements to the interstate railway, yet road transports are still being used with great cost to life and limb . . . .

The one question remains—have these monstrous semi-trailers loaded with petrol, acid, tyres and the like, any place on our narrow two-lane highways at all ? Are we, the average motorists, to put up with the head-on collisions, the glaring headlights, the slow crawl up the transport-crowded hills, etc., for ever ?

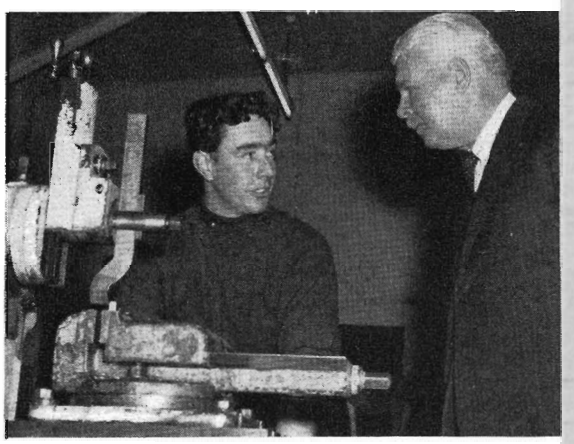
—(*Extracts from letter in " The Age " from John Skelton*)

GOVERNOR VISITS NEWPORT WORKSHOPS

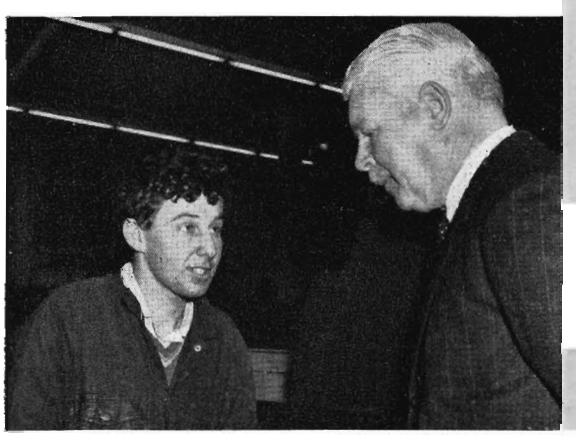
Sir Rohan chats with Blacksmith Charlie Owens in the Wheel Shop.

ON July 2, the Governor of Victoria, Sir Rohan Delacombe, paid a visit to Newport Workshops. Accompanied by Mr. E. H. Brownbill, Chairman of Commissioners, and Mr. R. H. Y. Roach, Workshops Manager, he made a comprehensive tour of many of the shops. Sir Rohan met a number of the men and was extremely interested in their work.

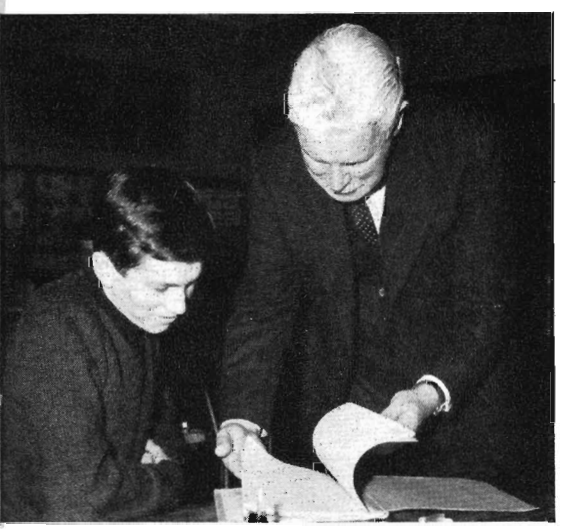
In a subsequent letter to the Chairman of Commissioners, expressing thanks for "a most interesting and instructive visit", Sir Rohan added that he hoped later to see the remainder of the Workshops.



The Governor meets Apprentice Gas Fitter Chris Wells.



Conversing with Fitter G. Fowler of the Roller Bearing Shop.



Sir Rohan has a look at the school work of Apprentice Fitter and Turner M. Bradford, at Newport Technical College.

And (*left*) talks with Peter Annett, another Apprentice Fitter and Turner.

Menace of THE BORDER HOPPER

AT a recent public hearing at Hamilton, a group of carriers, including a number of known border hoppers sought the authority of the Transport Regulation Board to carry wool by road from the Western District of Victoria to Portland, and in some cases to transport other goods from Portland as back-loading. The Board found that rail services to Portland were adequate and refused the road applications ; but unfortunately some carriers, taking advantage of a loophole in the law, will be able to defeat the Board's decision by carrying the traffic under the guise of interstate transport.

In the course of presenting the Department's case, Mr. J. L. Hawkins, Commissioners' Representative, addressed the Board on the serious effects that border hopping carriers have on the proper regulation of transport and the consequent damage they do to the State economy. Unfortunately the local press did not report this aspect of Mr. Hawkins' submission.

Believing phoney interstate transport to be a subject that should be more widely understood by the public generally, and railwaymen in particular, *News Letter* asked Mr. Hawkins to explain just why border hopping is harmful not only to the railways but to the State as a whole.

Mr. Hawkins, exactly what is meant by the term "border hopping"?

Suppose a consignment of goods has to be moved from Goroke to Melbourne. Normally it would move by rail because the Transport Regulation Board would not authorize road movement. To circumvent the Board's authority, the goods are taken by road to, say, Naracoorte in South Australia, and thence to Melbourne. This is known as border hopping. The deviation is made so that the movement can claim the protection of Section 92 of the Commonwealth Constitution which, in effect, provides that interstate trade and commerce shall not be subject to state transport regulatory laws.

But surely this is mere subterfuge.

Yes it is. By carrying traffic between two places in the same State, border hoppers are taking advantage of a legal loophole in the Constitution.

Is this practice legal?

At best it is on the fringe of the law. The Courts have found in the past that if certain procedures are followed the practice is legal. However, some recent High Court decisions in Queensland have given grounds for believing that border hopping will eventually be declared illegal.

In the meantime, so long as they follow the procedures laid down by the Courts, they can continue to operate?

Yes. But of course we know very well that they rarely follow these procedures which involve transferring the goods from one carrier's vehicle to that of an entirely separate carrier at an interstate depot. Well known border hoppers have been known to say they don't even bother to cross the border unless Transport Board Inspectors are in the area.

Then they are breaking the law?

In many cases, yes.

Do many people avail themselves of the services of such carriers?

Unfortunately, yes. However, I have no doubt that if people were aware that in many cases they were participating in an illicit operation they would hesitate before giving their traffic to these carriers. In any event I have sufficient faith in human nature to believe that even "legal" border hopping would not be countenanced by the great majority of the people if they fully understood the facts and were aware of the serious effect of border hoppers on the State economy.

In what way do they affect the State economy?

In several ways. Their activities reduce railway revenue which directly affects the funds available to the State for hospitals, education and other public needs. This could be offset by increased taxation, but it should be remembered that Victoria is already the highest taxed State in the Commonwealth. In addition to depriving the State of sorely needed rail revenue, **border hoppers do not pay any licence or permit fees, or, in some cases, registration fees. And they make only a very small contribution to the cost of the damage they do to the public roads by their unnecessary and often unlawful running.**

Do their operations have any other adverse consequences?

Indeed they do. They disrupt the proper regulation of transport in the overall public interest, and place in jeopardy the continued existence of small local carriers who form an important part of the business community of any town.

Perhaps the most damaging feature of border hopping is its cancerous effect on the efficiency—and even continuance—of railway services in areas within striking distance of a State border.

Traffic is the lifeblood of railway operations and people who make use of phoney interstate road hauliers will have to face the fact that there is simply not enough traffic to sustain two competing forms of transport.

If the present crazy situation is allowed to continue much longer there would seem to be no alternative but to either increase existing rates on low rated traffic, such as manure, or heavily curtail—or even discontinue—some rail services. Either course would be very detrimental to country interests.

That is a very serious statement

This is a very serious problem. But as I said, I have confidence in the common sense and fairmindedness of country people and I am sure that once they are aware of the facts, the days of the border hoppers will be numbered.

Aerial view of Melbourne Yard

BIG PLAN for MELBOURNE YARD

THE Department is planning a re-arrangement of Melbourne Goods Yard that is estimated to cost about £4 million.

The re-arrangement has been made necessary by the increase in goods traffic in recent years. It will incorporate for the first time in Australia, hump shunting, using the latest overseas ideas of remote controlled braking and possibly the weighing of moving wagons.

The rapidly increasing demands for rail transport have now exceeded the additional capacity provided by the development of the 125-acre Dynon area.

Alterations to the Melbourne yard, that has grown up piecemeal since its last major re-design in 1903, have been under investigation for many years. At present, over 1½ million wagons move in and out of this yard yearly.

For the last year, the Assistant Chief Traffic Manager (Mr. A. C. Brown) has been preparing a tentative layout. Six months ago, technical consideration reached the stage when close collaboration with the Chief Civil Engineer (Mr. L. A. Reynolds) became necessary.

The joint scheme evolved covers both the yard and goods shed area, and includes :

- hump shunting, with the hump on the North Melbourne side of Dudley Street ;
- underpasses below the hump to let freight trains depart and locomotives come and go without interfering with the sorting of wagons ;
- re-location, addition and lengthening of sidings to handle maximum length trains ;
- considerable expansion of goods shed facilities ;
- demolition of the North Melbourne locomotive depot ;
- transfer, to that site, of the Adderley Street carriage storage sidings, leaving approximately five acres for further development ;
- a new cement area near the locomotive depot site ;
- halving the number of Cowper Street level crossings in the vicinity of Dudley Street ;
- additional bridges over Dudley Street.

Hump shunting

Hump shunting, being a railroading innovation for Australia, poses many problems of detail in design and operation.

In this method, trains, after arrival, are pushed over a hump, and wagons or groups of wagons are uncoupled and allowed to run by gravity to their desired classification tracks. Breaking is carried out by rail-mounted retarders which grip the wheels of the wagons as they move along the track. Points and retarders are remotely controlled—either automatically, using a computer, or by an operator situated in a central tower.

The height of the hump will be between 14 and 20 ft. as determined by the final design. The hump will be steeper on the " run-down " side to allow vehicles to separate and move into the series of tracks known as " balloons " (see diagram below). Four tracks will lead from the hump into four balloons.

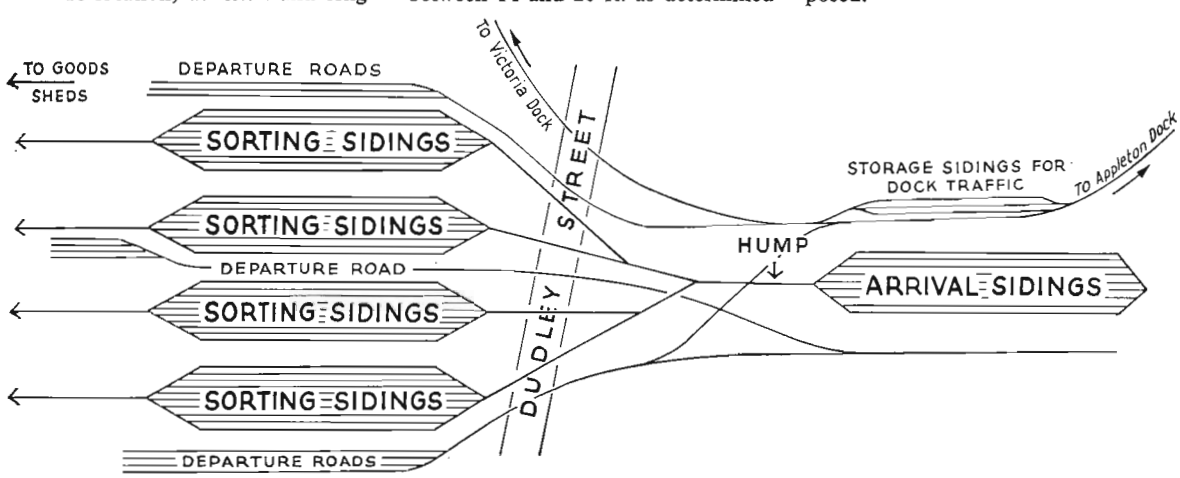
Near the site of the old locomotive sheds will be two icing sidings in which wagons will be iced by fork lifts. Spion Kop will be converted into arrival sidings ; and the new yards will give good access to the docks.

To draw on the wealth of overseas experience of hump yard operation, Messrs. Brown and Reynolds have gone overseas to study, during the next four months, not only the design and operation of retarders in Great Britain, Europe and North America, but also the availability of the necessary specialized equipment.

This will give the Department the best information in the world.

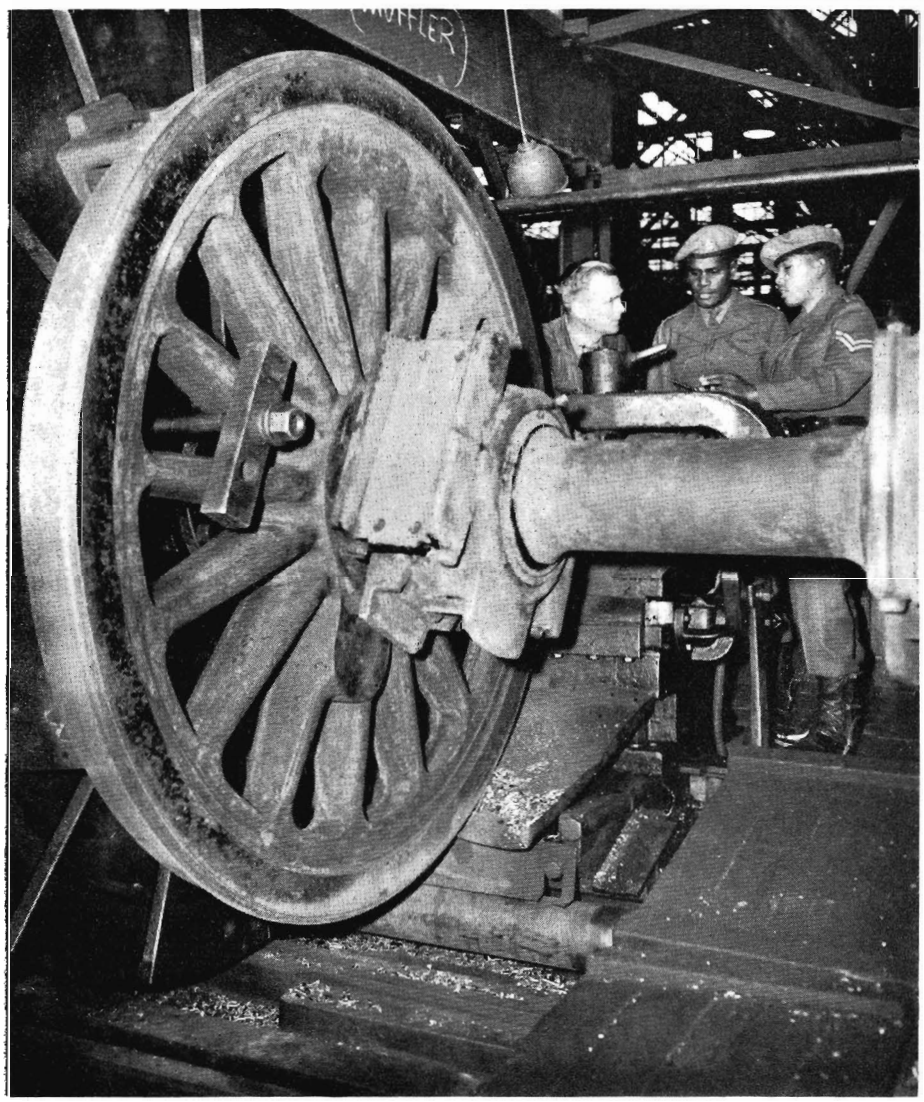
As the new yard must be built while the present yard is operating, construction will be carried out in stages and is therefore expected to take four years.

Modernization will not only provide a faster and improved service to rail users and the export trade, but also quicker turnround of locomotives and rolling stock. It will achieve considerable savings in operating costs, which will more than justify the capital expenditure proposed.



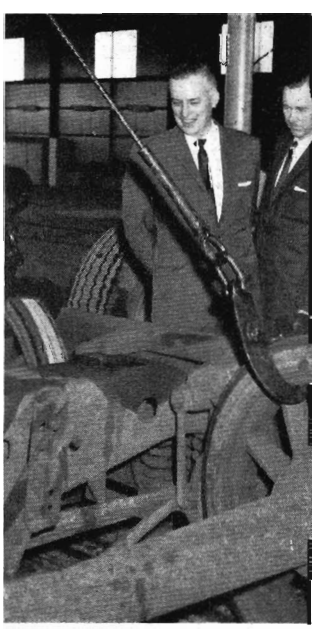
Simplified diagram—not to scale—showing relation between proposed Melbourne Yard hump and the sorting sidings or " balloons ".

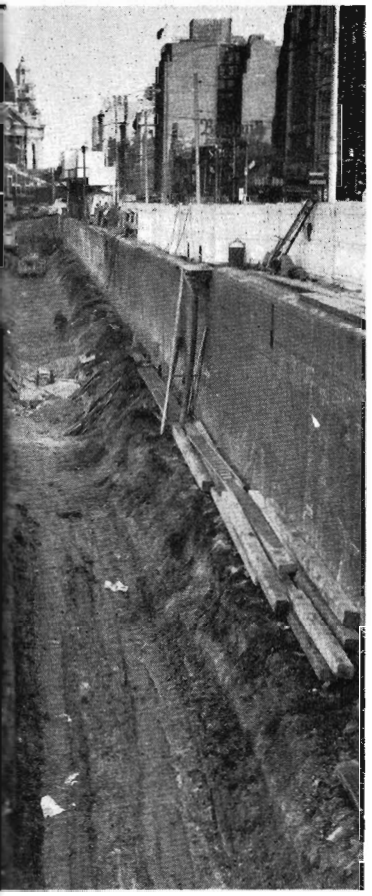
AROUND THE SYSTEM



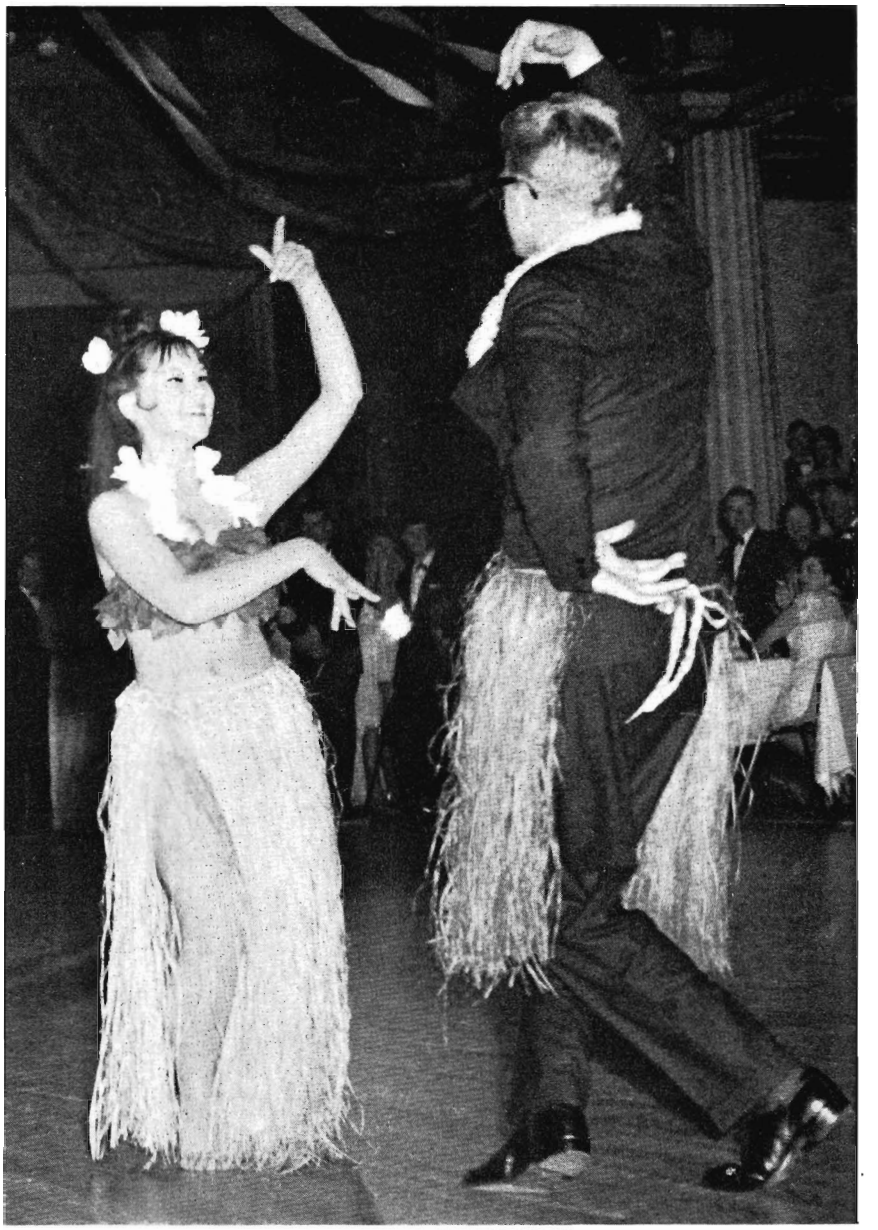
FROM NEW GUINEA : Corporal Wamala and Private Lakau of the Pacific Islands Regiment, New Guinea, were interested to hear Turner A. Branagh explain the operation of this wheel turning lathe at Newport Workshops. The two soldiers were in Victoria to attend a special course of instruction at the School of Army Health. Before returning to New Guinea, they visited a number of industrial establishments.

PRINCES GATE PROGRES
scheme will need the remo
equivalent of a reservo





Excavation for the Princes Gate of about 30,000 cubic yards—the of 5 million gallons capacity.



GAIETY AT THE RAILWAY BALL: Dancers at the ball joined with entertainers to strike a gay note. One of the latter was evidently quite satisfied with the footwork of Mr. K. Bleeker, from the Accountancy Branch at Flinders Street. Over 1,200 attended the ball, including parties from Ballarat, Bendigo, Warragul and Geelong. A donation from the small profit has been made to the Mercy Hospital Appeal

THE BOGIE EXCHANGE was one of the selected railway installations recently inspected by this group of executives from the Australian Administrative Staff College. They were accompanied by the Chairman of the Staff Board, Mr. C. S. Morris (*centre*).

Kard—veyer

BRINGS THE CARD TO THE CLERK

OVER recent years the work of recording Traffic Branch sick and accident leave has increased considerably. This work is done by the staff office of the branch. The records were kept on cards filed in steel cabinets but because of the large number of cards involved, the system had become unwieldy and the cabinets awkward to use.

The problem of improving the system was handed over to the Methods Section. After investigation by that Section it was decided that the particular requirements of the Traffic Branch staff office would best be met by the introduction of a new type of mechanized card filing equipment known by the trade name Kard-veyer.

Where this equipment is installed, a clerk, instead of walking to filing cabinets, opening drawers and extracting the required card, sits at the Kard-veyer table, presses a button, and a motor driven "ferris-wheel" rotates and brings the required section to the level of the desk. It does this in approximately 3 seconds. This is less than the time required to remove a drawer and place it in a working position, and much quicker than walking to a cabinet to remove a drawer.

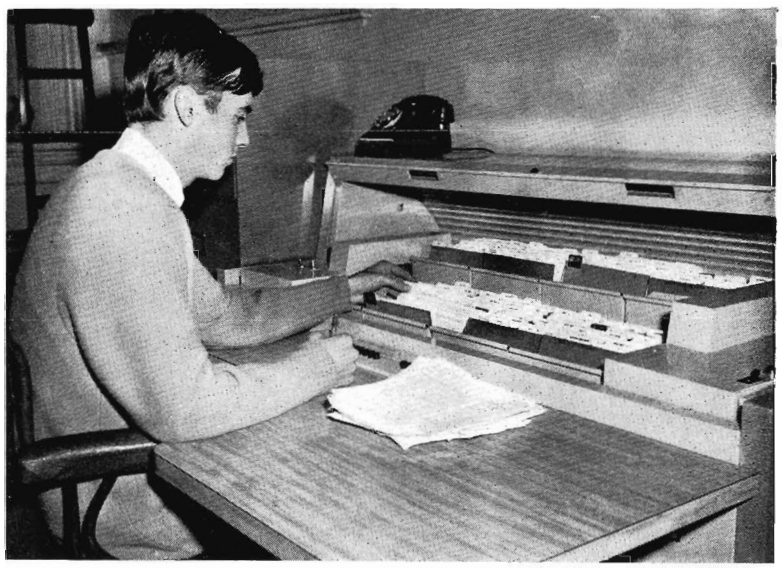
Among other advantages of this mechanized filing are :

- all cards are brought to selection level without walking, stretching, bending or handling of heavy drawers—with a consequent elimination of fatigue ;
- the unit is economical in the use of floor space ;
- card trays are removable to enable others to assist during busy periods.

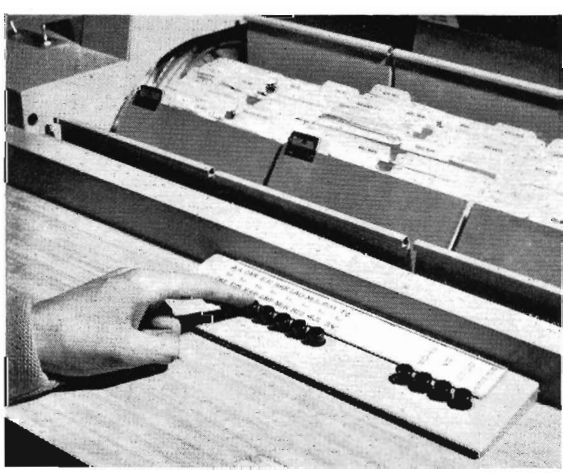
The unit has filing space for 17,000 cards— adequate for the Branch requirements.

A single beam electronic-eye safety switch automatically protects the operator's hands while the machine is in use. A pencil beam of light focuses across the Kard-veyer between the operator and the card carriers. If the beam is interrupted by anything, the machine stops immediately.

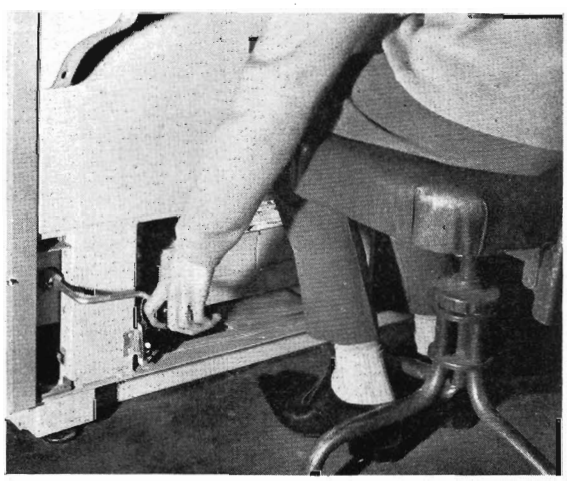
If electric power should fail, the unit can be operated by a hand crank.



Seated at the unit, Junior Clerk Garry Chandler withdraws a card. The cards are in trays on a "ferris-wheel" carrier that rotates when buttons are pressed. The carrier moves by the shortest route—either up or down—to desk level. As he withdraws a card the operator's hand interrupts a pencil beam of light. This prevents accidental rotation of the carrier.



Pressing a control button brings the required section of the carrier to desk level for selection of another card.



Crank handle enables the unit to function in the event of a power failure.

ROUND NUMBERS

Mr. G. O. Rogerson (Chief Clerk, Stores Branch, *right*) and Mr. W. J. Edwards (Secretary's Branch) conduct a ballot to decide which tender will be accepted from several identical ones. Miss V. Boyhan has drawn a " round number " from the ballot box after it has been rotated.

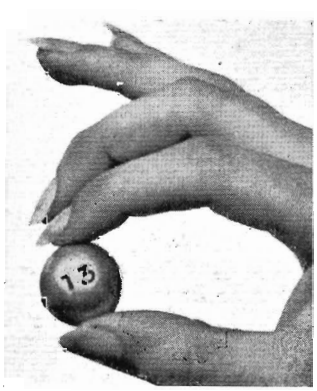
GEORGE ADAMS made a fortune with them ; they still use them at Tatts ; and, many years ago, they even infiltrated into the Victorian Railways.

The fate of thousands of railwaymen, of tenderers for railway supplies, and even of discerning holidaymakers, has been determined by these " round numbers," and they haven't stopped working yet.

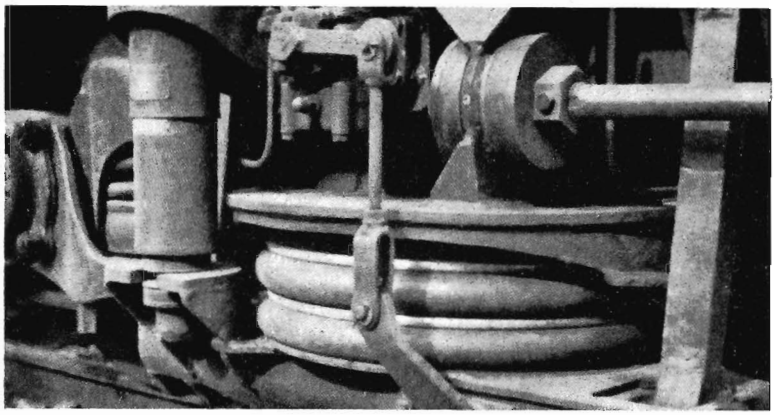
When two or more railwaymen start in the same grade on the same day, out come the " round numbers " to fix their relative seniority, for their seniority is determined by ballot. When several tenderers submit identical tenders, out come the " round numbers " to decide which shall be accepted, for lots must be drawn to " keep it legal." When there's a rush of discerning holidaymakers to Mt. Buffalo Chalet, out come the " round numbers " to decide who will get accommodation at the Chalet, for this is the only fair way of making a selection when there are not enough rooms for them all.

In these ways, the Department's " round numbers " play their part in the ballot to which " round numbers " gave their name. As the Oxford Dictionary explains it, ballot comes from the Italian *ballotta*, the diminutive of *balla*, a ball—thus, a small ball used in secret voting or lot-drawing.

Pursuing the matter further, you'll find the Department's " round numbers " carefully looked after in the Secretary's Branch, where they are housed in a small wooden box, and guarded as befits their great importance.



One of the " round numbers "



Neoprene air spring under passenger car on the Japanese National Railways

New spring systems

TWO new passenger-car spring systems developed by railways on opposite sides of the world—in Japan and Austria—have resulted in increased rider comfort and lower maintenance requirements. Both use synthetic rubber parts to absorb shock, but one is an air spring while the other uses solid elastomer discs. Neoprene was selected as the base material because of its resistance to oils, ozone, weathering and wear.

Air springs made with neoprene have been used in place of leaf springs on express trains on the Japanese National Railway system for more than two years without showing signs of wear or deterioration. More than 1500 passenger cars have been fitted with four springs, two per bogie, placed midway between the wheels.

The springs—built like a tire and reinforced with tire cord—are held in three convolutions by external steel pressure rings. The entire structure is fitted into steel plates at the top and bottom to provide an airtight seal. In use, the segments move in a bellows action. Additional shock resistance is provided by a doughnut-shaped rubber stopper mounted inside to assist in cushioning as the spring contracts under pressure. (Pneumatic springs are being fitted to Sydney's new double-deck suburban carriages.)

Meanwhile, in Austria, engineers at the Bategu Company in Vienna approached the problem by using solid discs made of synthetic rubber.

The final design consists of 12 discs of neoprene, mounted between two steel plates and kept in alignment by a metal rod running through the center of the unit. The bottom metal plate is riveted to the bogie.

After more than a year of service on fast interurban trains of the Austrian State Railways, the new springs are reported still to be performing well. Equally important, they have required no maintenance during the period. As a result of this demonstration, they are now under evaluation by other railroads in Germany, The Netherlands, Portugal and Mozambique.

(*International Railway Journal*)

Rail expansion in communist states

THE U.S.S.R. and the Peoples' Republic of China, at odds politically, alike attach great importance to their railways.

The Peoples' Republic of China has already started a 15-year plan for continuous improvement of its railway system.

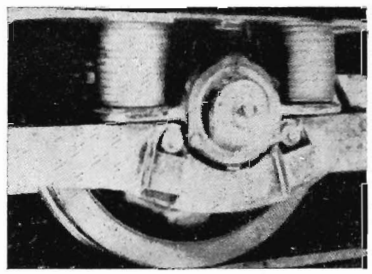
This long-term programme is designed to more than double the country's railway mileage by construction of 20,505 miles of new line—about 10 per cent more than the entire 18,767 miles in operation when the Government's second five-year plan began in 1958.

Top priority under the 15-year plan has been given to major new lines extending into new economic regions of the northwest and southwest, to shorter connecting lines elsewhere, and to general modernisation of China's entire rail system.

The Russians, for their part, have lost no time putting into effect a plan of general railway electrification adopted in 1956.

In that year there were 3,500 miles of electrified line in the U.S.S.R., but in the interim this figure has been quadrupled.

In 1961 the Moscow – Baikal and Moscow – Gorky lines were electrified, and in 1962 electric



Austrian disc spring

locomotives went into service on the Moscow – Kharkov – Rostov – Tbilisi – Leninaken line.

The line between Lvov and the border station of Chop has also been electrified, and Czechoslovak electrification has now made electric working possible on the whole of the line between Prague and Lvov, over 400 miles.

Soviet electrification plans being carried out this year include the construction of the Moscow – Gorky – Kirov – Perm – Sverdlovsk line.

Railways in the U.S.S.R. are built to a broad 5 foot gauge ; those in China favour standard (4 ft. 8½ ins.) gauge.

It copies

Document copying machine at Paddington

A coin-operated photo-copying machine has been installed by British Railways at Paddington station. The machine is designed for use by travelling businessmen, and will deliver a copy of a document in 30 seconds. In the first four days after installation 150 people used the machine.

—(*Railway Gazette*)

Two-way radios in N.S.W.

NEAT two-way radio sets slung over the shoulders of yard staff are responsible for speeding up shunting operations at Sydney's Darling Harbour goods yard, and may be introduced at major country depots.

The sets have a microphone-loudspeaker and aerial in the shoulder strap, and an effective radius of a mile or more.

They enable the stationmaster, his assistants and head shunters to keep in touch with Train Control 24 hours a day as they move around the yard. (*The Railwayman*)

Transport backbone

THE railways of Australia are the backbone of the transport industry on which Australia spends one-quarter of its national income. They constitute the nation's biggest industrial enterprise.

Between them the seven systems earned approximately £211 million last year, about £43 million of that from passenger services, on a combined capital investment of £783 million.

Passenger journeys totalled 465 million—just 15 million less than the figure for the United States, where the population is about 17 times greater—while freight carried amounted to 55.6 million tons. All told, Australia's trains covered a distance of 95.7 million miles, which is two million miles more than the distance to the sun.

All that was achieved with 2,952 locomotives, 7,127 passenger coaches, and 96,186 freight vehicles.

Staff employed during the year numbered approximately 131,000 and earned a total of £146 million which was spent in almost every corner of the Commonwealth.

More to the point, gross ton miles per train hour—in other words, the efficiency rating of the railways—has improved by 25 per cent in the last few years, and is still improving.

EUROPE'S RAILWAYS POINT A MORAL

IN certain parts of the world today the railways may appear to have lost out, but in Europe—the continent where modern industry began—they are undisputed king in the transport field.

Europe, of course, has the standard gauge. It can almost be said that the European Common Market runs on the standard gauge, and that this fact is not unrelated to another—that the Common Market is increasing its productivity at a faster rate than any other sector of the Western world, Australia included.

Europe today is crossed by fast goods trains and sleek, fast diesel or electric-hauled passenger expresses which ignore frontiers and make the Simplon Orient Express and other famous trains of pre-war days seem like faded caravans.

Many crack trains

France's *Mistral* covers the 676 miles from Paris to Nice in 9 hours 48 minutes at speeds up to 100 m.p.h. Europe's most beautiful train, the *settebello*, links Rome, Italy's political centre, with Milan, the industrial centre, covering 392 miles in 5 hours 17 minutes. The Swiss electric *Cisalpin* links Milan with Paris in 8 hours. Germany's *Rhein-Main*, fastest of all, joins Amsterdam to Frankfurt.

All are air-conditioned and sound-proofed. Most have first-class cuisine, bars, news-stands, elegant interiors. Many provide tape-recorded music, radio-telephones, special privacy if required for business conferences or family tete-a-tete. Some provide secretarial service and dictation equipment. Electric welding has created the " long " rail and eliminated the " clickety-clack " of the old days. Electronic signalling enables one man to lay-on up to 300 trains in advance and permits a density of traffic that registers high return on capital.

Perhaps the most notable contribution to this healthy condition is that made by the present head of *Euratom*, M. Louis Armand, the genius who revitalised the French railways after the war, and who is best known perhaps as the author of the spectacular gesture by which two electric locomotives of the French railways nine years ago set the world rail speed record of 206 m.p.h.

Europe one unit

Armand's greatest achievement was to convince European railway executives that they must think of Europe as a unit and cut through frontier barriers.

Eight nations—France, Germany, Austria, Switzerland, Belgium, the Netherlands, Luxembourg and Italy—agreed to build their own crack trains to international specifications, and to take all other steps needed to link Europe's 90 main cities in record times and with exemplary regularity.

The first train of the now famous Trans Europe Express system set out in June, 1957. Today the long stainless steel coaches and the powerful diesel locomotives with the initials TEE under the driving window, are common sights in Europe. In 1962 all TEE trains, except one snowed up by a blizzard, reached their destinations within four minutes of the time advertised.

Armand and others were aware that it is not sufficient for a company or a nation simply to move its people —it must move its goods and must move them securely and economically, so that they reach their markets with an advantage over items from competitor companies or competitor nations. Transport, like any other commodity, must be competitive.

Where trade goes

A system of compensating accounting made it possible for freight wagons to remain outside the borders of their country of origin for months on end, going where trade took them. Now *Europ* has 200,000 freight wagons able to go anywhere at any time carting freights the most economical way, unhindered by transhipment, change of gauge, by frontiers, or the Iron Curtain.

An extensive railway network inherited from the days when the steam locomotive commenced to pull mankind out of the mud, the proximity of big populations and big industries, and the need to rebuild after the Second World War—these alone are not sufficient explanation for the zest that characterises Europe's railways today. A new generation of railwaymen—forward-looking, energetic, scientifically-minded and yet practical—are bent on proving that when it comes to shifting cargoes and people economically across land surfaces, properly run railways can have no real competitor.

Australian rail administrations are watching the European developments with interest. They are moving in a similar direction—to break down those frontiers, the breaks in gauge, that impede the free and economic movement of freight and passengers.

C. of A. retires

MR. A. W. Geuer, A.A.S.A., who retired last month as Comptroller of Accounts, joined the Department the day before the outbreak of World War One.

Mr. Geuer

In 1918 he enlisted with the 11th Field Artillery Brigade. (He was the last veteran of that war to retire from the Accountancy Branch.)

He resumed duty in 1919 and was afterwards transferred to the Bookeeper's Division. While there he took an active part in the introduction of district accounting.

In 1934 Mr. Geuer was appointed an Assistant Inspector and, the following year, Internal Auditor. During World War Two he was on loan to the Department of Defence as Accountant, Treasury Overseas Recovery Section.

Returning to the Department, he became Statistical Officer, then, in 1955, Chief Bookeeper. He was Comptroller of Accounts from 1959.

Mr. Geuer played an active part in V.R.I. affairs after his appointment, in 1958, as one of the Commissioners' representatives on the Council. He was chairman of the Finance Committee, a member of the Board of Trustees and a Vice-President.

New Comptroller

THE new Comptroller of Accounts, Mr. L. M. Williams, B. Com., A.A.S.A., had been Assistant Comptroller of Accounts since 1959. Mr. Williams began his career by joining the then Transportation Branch as a junior clerk in 1918. He was at first a booking and parcels office clerk at Geelong and afterwards was attached to the District Superintendent's staff.

Mr. Williams

While at Geelong he qualified as an accountant and after transfer to Head Office worked with the accounts clerk for the Branch. He gained a Bachelor of Commerce degree, with honours in public administration and finance and statistical method. Later he was appointed accounts clerk.

During the war Mr. Williams was on loan to the Commonwealth, and became accounting officer for Allied Forces' foodstuffs. On rejoining the Department he went to the Accountancy Branch as Mileage Statistics Officer. In 1955 he was appointed Statistical Officer and, two years later, Auditor of Expenditure.

Assistant Comptroller of Accounts

MR. N. Miller A.A.S.A., who has been appointed Assistant Comptroller of Accounts, joined the Auditor of Receipt's Branch in 1924 and was transferred to the Accountancy Branch when the two were amalgamated. During the war he was on loan to the Commonwealth Auditor General's Department.

Mr. Miller

His Accountancy Branch appointments include Bookkeeper at Bendigo, and Accounting Officer at North Melbourne Loco. and Geelong. He was appointed Chief Bookkeeper in 1962 and during Mr. Williams's absence on an official mission overseas, Mr. Miller has acted as Comptroller of Accounts.

When away from his official world of debits and credits, Mr. Miller finds relaxation in his fine collection of antique clocks, china and glass. Altogether, he has about 200 clocks; the oldest was made about 1750; in size, they range from small mantel ones to 8 ft. 6 in. high grandfather clocks. Like many other collectors, he often spends his week-ends at auctions looking for items to augment his collection.

32 years at Sydenham

THE Scots burr of Assistant Stationmaster A. I. (Jock) McRobb will be missed around Sydenham as he retired last month after 32 years at that station.

Mr. McRobb came from Scotland after World War One and joined the railways in 1923.

At Sydenham he became secretary of the local hall committee and also the progress association. Another of his interests was fire brigade work; he was secretary of the 14th Region Rural Fire Brigades Association and an enthusiastic member of the local brigade.

Swimmers helped

PLAYING a prominent part in most civic efforts, particularly in country and outer suburban areas, there's usually a railwayman. At Lilydale, for instance, the flourishing condition of the swimming club is largely due to the enthusiastic interest of Signalman W. G. (Bill) Whelan. Back in 1957 he was instrumental in having the club reconstituted—it had been out of existence for about 20 years. The following year, the club was successful in getting the local Council to build a new pool in place of the very old one. Now there are three—the main Olympic-sized one, another for beginners, and a wading pool. Mr. Whelan was president of the club from 1957–61 and has been secretary since then.

In his younger days, Mr. Whelan was active in competitive swimming, being club captain and champion for four years. At present, during summer, he takes two local schools for swimming lessons.

A local man—he was born in Lilydale and started work at the station there in 1926—he left the district in 1937 on transfer to the country. After working at Goldsborough, Kyneton and other stations he returned to Lilydale in 1950.

History hobby

IF you happen to be in Ararat and want some information about an historical matter, then the chances are you could get it from Mr. V. W. Smith, a shunter in the loco. yard, who has been there for the last 14 years. Mr. Smith's lifelong interest is history and, over the years, he has accumulated a library of more than 800 volumes dealing, not only with his favourite subject, but also with politics, economics and philosophy.

The historical fields in which he is mostly interested are Roman, Egyptian, British and Australian. During service abroad with the 23rd Battalion in World War Two (he was one of the Rats of Tobruk) Mr. Smith found his knowledge of ancient history threw revealing sidelights on much of the country through which they were fighting.

Sound advice

"Make for the round house, Nellie, the engineer can't corner you there".
—(*Danny Kaye Show*)

Safety Convention

THE Department's Chief Medical Officer, Dr. V. Carl Dyring, and the Principal of the V.R. Technical College, Mr. H. Slinger, will deliver papers at the Victorian Industrial Safety Convention to be held this month at Monash University. Dr. Dyring will speak on " Ear defenders for industrial noise " and Mr. Slinger on " The complimentary role of the instructor in Victorian Technical Schools ". Representing the Department on the Public Utilities Committee is the Overhead Superintendent, Mr. E. Rudolph. The Chief Safety Officer, Mr. I. Wearne, is on the Display Sub-committee. In addition, the Department is arranging for a number of railwaymen to attend various sessions of the Convention, and is putting in a display.

Victoria to Queensland

NICE compliment to a now retired V.R. officer was recently published in a Queensland newspaper.

The item said " Today I can report a heart-warming sequel to a recent paragraph in this column. We referred to the fact that the Surfers Paradise Division of the St. John Ambulance Brigade badly needed a manikin for mouth-to-mouth resuscitation instruction. The same day Dr. Max A. Rees, formerly of Melbourne and now of Southport, got busy and telephoned south for a manikin which he has now donated to the St. John Ambulance folk. Incidentally the manikin is one of a type which Dr. Rees helped design for the Victorian Railways to use at first aid classes for its employees."

Dr. Rees retired in 1961 as Chief Medical Officer, a position that he held for 15 years.

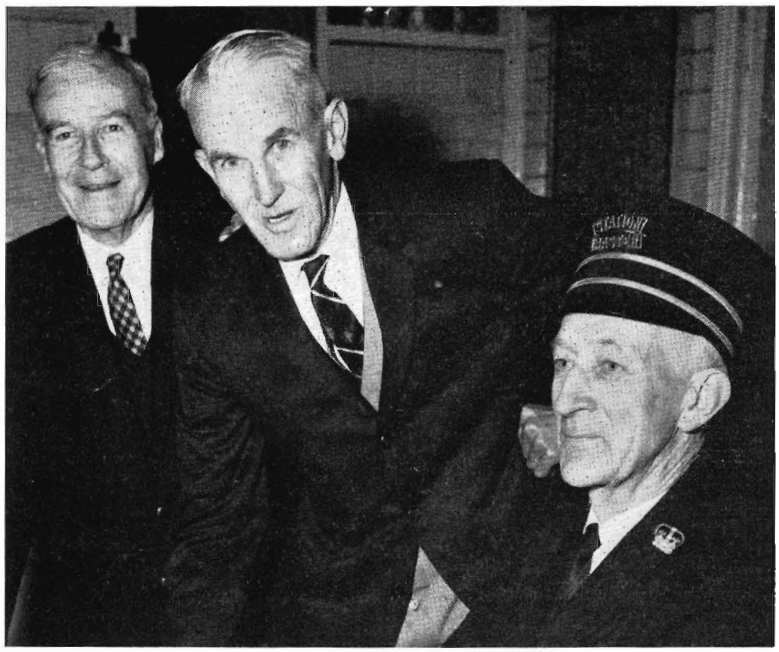
Life Governor

THE Commissioners have nominated Mr. R. C. Grace for a Life Governorship in the Victorian Civil Ambulance Service. Mr. Grace has been associated with first aid work for many years. He has been Assistant Ambulance Officer since 1955 and prior to joining the Ambulance Section was team leader and instructor at Ouyen for 17 years.

Station Decoration competitions

THE total prize money that can be won in this year's competitions for tree planting and decoration of stations, depots, barracks and rest houses is £1,053.10.0. The results of the 1963 competitions were published in Weekly Notice No. 27 of July 7.

Cheltenham farewell



Although he had been off duty on sick leave for some months, Mr. W. H. French (*centre*) just had to return to Cheltenham station on the day of his retirement to bid farewell to his colleagues. At right is his successor, Mr. W. Duncombe, and (*left*) Mr. R. A. Wilson, retired assistant stationmaster, who came back for Mr. French's farewell. Born at Wooragee, near Beechworth, Mr. French joined the Department at Benalla in 1915. He was stationmaster at Cheltenham for 15 years and strongly advises the youth of today to " join the railways for a secure job ". (*Photograph : Standard Newspapers Ltd.*)

RECENT RETIREMENTS....

TRAFFIC BRANCH

Chamberlain, J. A., Melbourne Goods
Lethlean, E. A., Head Office
Bensch, C. E., Geelong
Barker, W. J., Melbourne Goods
Maguire, F. J., Head Office
Paley, J. P., Geelong
Arnold, P. P., Melbourne Goods
Gibson, J. L., Bendigo
Dunne, T. M., Ballarat
O'Connell, T., Melbourne Goods
Dolby, W. J., Arden Street
Rourke, W. J., Head Office
McRobb, A. I., Sydenham
Wellman, W. B., Thornbury
Ford, P. D., Spencer Street
Tsouvelis, K., Melbourne Goods
Rayner, F. C., Tooradin
Spooner, F., Melbourne Goods

STORES BRANCH

Sutton, J. J., Photography Division
Chautem, J. A., Newport Workshops

REFRESHMENT SERVICES BRANCH

Lonie, A.I.F. (Mrs.) Bairnsdale Buffet Car

ROLLING STOCK BRANCH

Etherton, C. S. Newport
Evans, J., Newport
Hannah, W. J., Newport
Purtle, B. J., Jolimont
Ridsdale, A., Jolimont
Watt, D., Bendigo North
Coutts, C., Jolimont
Meade, P., North Melbourne
Ekins, T. W., Traralgon
Cauce, H., North Melbourne
Jamieson, C., Ararat
Mackey, C., North Melbourne
Rowley, L. W., Newport
Hole, J. H., Newport
Purcell, E. W., North Melbourne
Cole, D. A., Wodonga

WAY AND WORKS BRANCH

Bowkett, F., Flinders Street
Griffiths, W. F., Echuca
Gansberg, C. A., Spotswood Workshops
Richards, C. W., North Melbourne
Clark, T., North Melbourne
Kennedy, L. J., Maryborough
Greschke, C. C. M., Wangaratta
Marriott, F. W. F., Ironworks Division
Mackey, B. C., Sale
Beacom, J. J. W., Flinders Street
Vujic, O., Laurens Street
Brown, V. M. (Mrs.) Warrnambool

....AND DEATHS

TRAFFIC BRANCH

Foster, J. L. L., Melbourne Goods
Knafeli, J., Melbourne Goods
Carlin, W. J., Mitre

WAY AND WORKS BRANCH

La Rose, A. C., Spotswood Workshops
Bucenieks, A., Laurens Street
Kritharas, C., Geelong
Russell, M. A., Warragul

ROLLING STOCK BRANCH

Jones, L. G., Newport
Jellard, J. W., Newport

STORES BRANCH

Radovanovic, P., Reclamation Depot

REFRESHMENT SERVICES BRANCH

Barnes, V., (Miss) Relieving Manageress
Grieve, L., (Mrs.) Newport

Sport by Oss. Keating

Football—Postal v Railways

ON July 1, a challenge match between the Australian Postal Institute and V.R.I. was played on the South Melbourne Cricket Ground. The day was fine but a cold squally cross wind made conditions difficult. Jack Merriman (V.R.I. captain) won the toss, and after a fairly even first quarter, V.R.I. led 4–2–26 to 3–4–22. In the second quarter A.P.I. had the better of the play and put on 2–2–14 to our 5 points. Play in the third quarter was very even, and the teams entered the final term with only 2 points separating them. After a period during which the defenders were on top, V.R.I. with a goal and 2 points, hit the front and looked winners.

However in the final ten minutes, Postal rallied, and, playing some of the best football seen in the match, slammed on 4 goals to run out comfortable winners, 11–11–77 to 7–17–59. Goal kickers—A.P.I. : Gooch 3, Barber 2, Connell 2, Trezise 2, Bartels. V.R.I. : Britton 2, Castlemain, Merriman, Culph, De Luca, Prentice. Best players—A.P.I.: Heyme, Gooch, Bates, Holmes and Barber. V.R.I. : McMahon, Stewart, Culph, De Luca and Prentice.

At a short function after the game, the General President of the V.R.I., Mr. L. A. Reynolds, presented his Council's trophy to the winning captain, Geoff Heyme of A.P.I. The Chairman of Commissioners, Mr. E. H. Brownbill, and the Director of Posts and Telegraph (Vic.), Mr. G. N. Smith, were among the interested spectators at the game.

V.R.I. Football League

ON the local scene, a surprisingly easy win by Newport, 14–15–99, over Loco, 3–1–19, clinched a place in the grand final for the Workshops team. They will meet the winners of the Loco versus Suburban Lines final at the North Melbourne football ground on Tuesday, August 18. Officials of the league would like to see as many off-duty railwaymen as possible at this game.

Country Lightning Premiership

THE second Country Lightning Premiership was held at Ararat on Sunday, June 28. Teams representing railwaymen at Dimboola, Maryborough, Hamilton and Ararat competed. In the first game, Maryborough had a fairly easy win over Ararat, and in the second, Dimboola just managed to pip Hamilton. The final, between Maryborough and Dimboola was an even affair, but at the final bell, Maryborough were in front, winning the shield for the second successive year.

Tense moment in the match between Postal and V.R.I.

Table tennis

FIFTEEN applicants for places in the Carnival team went to Bendigo on Sunday, July 6 for a round robin tournament. As a result of these matches, the following team was selected to represent Victoria in Sydney—A. J. Carey (Bendigo), J. Eldridge (Horsham), G. Roiter (Horsham), W. Lawrie (Captain), M. Carroll, S. Chan, W. Ernsdoerfer, R. Harkins, G. Lewis, E. Martin, B. Smart, S. White (metropolitan players). J. Crouch (manager), D. Catchpool (asst. manager), F. McCloskey (scorer and property steward) and G. Smith (V.R.I. representative) complete the party.

Fencing

IT is pleasing to record that, at the recently concluded Australian Amateur Fencing Championships, members of the V.R.I. fencing club figured prominently in most events.

In the Sabre event, both finalists were members of the V.R.I. Club. The winner was Dr. A. Martonffy, with L. Tornallyay as runner-up. The performances of both these fencers gained them Olympic selection, which means that, coupled with the selection of the hon. secretary, E. Szakall, as manager, the club will have three members in the Australian team in Tokyo.

Flashback

I feel, seeing that the football season is drawing to a close, that the time is appropriate to refer to an old friend, Bob Falla, senior timekeeper at Ararat Loco. Bob has a wonderful record as a football adminsitrator, having been secretary of the Ararat football club (Wimmera league) from 1949 until 1960 when a severe illness forced his temporary retirement. During this period, Ararat annexed six premierships. But, as they say, you can't keep a good man down, and in 1961 Bob was back, this time as treasurer of the club, a position he still holds. He has also been club delegate to the Wimmera League since 1955, and is a life member of both the League and the A.F.C.

Bob, of course, in his younger days had quite a distinguished career as an athlete. He was Victorian country amateur sprint champion on a number of occasions in the 'thirties, was an " A " grade lacrosse player and a first class swimmer. Good health, Bob, and lots more premierships.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street Melbourne 2662—64

VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER

1964

THE MONTH'S REVIEW

Royal Show Exhibit

SIGNALS FOR SAFETY is the theme of the Department's display in this year's Royal Show. Visitors will see a working model of a single line section of track with two-way automatic signalling. As a model locomotive passes over the track, it will be seen how the operation of the signals protect it. There will also be an actual signal—cut-away to show the working parts—that repeats the same lights as the miniature signal on the section of track.

The 1/120th scale model railway that is always such a draw card will have new scenery, this year. Free pamphlets and maps will be available, too.

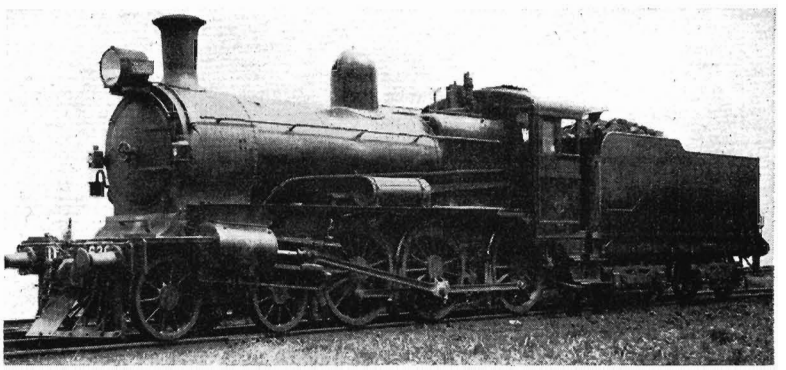
Our longest platform

ONE of the questions frequently asked railway publicity staff is the length of Flinders Street's No. 1 Platform. Sometimes the question comes over the 'phone on a Friday afternoon . . . in a thick, anxious voice . . . it's not hard to imagine the alcoholic argument and the boozy betting. Well, anyone laying wagers on this popular subject had better, for better betting, keep this copy of *News Letter* handy. Because No. 1 platform is being lengthened by 100 feet. When completed, it will be 2,306 ft. long—the best part of half a mile—and the extra length will be used mostly by parcels coaches.

Is it the longest in the world ? No. The latest edition of the Railway Year Book shows that there are four other railway stations, all in India, that have longer platforms.

Well, there it is for the record. And if you do win any money on it, don't thank us . . . it's just another service to readers.

Locos. for sale



Removal from the register of more obsolete D3 locomotives has reduced the former big fleet of 94 of this famous class to only one—number 639. Some of the obsolete locomotives have, however, been given a temporary reprieve from the scrap heap so that those interested may have an opportunity of buying them for historical purposes, or for children's playgrounds.

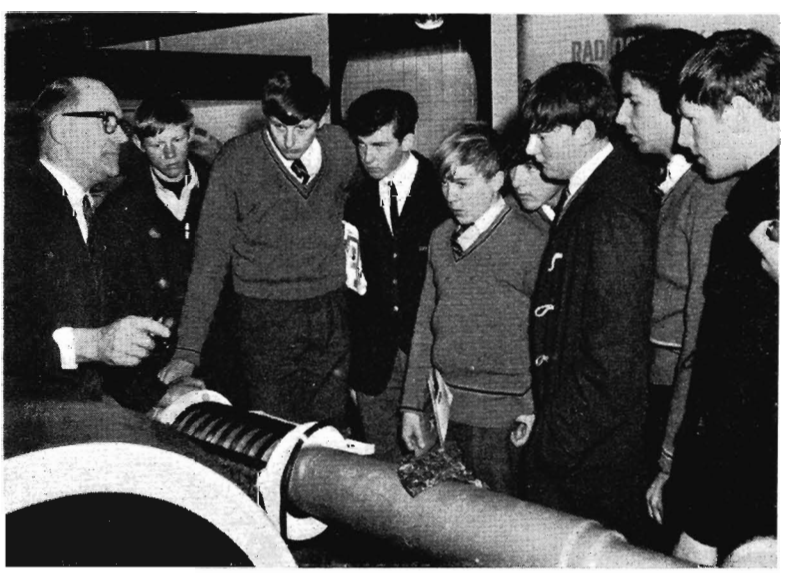
Echuca line centenary

THIS month sees the centenary of the opening of the railway line to Echuca. The line to Bendigo had been opened in 1862, and, the following year, tenders were called for the 55-mile extension to the River Murray at Echuca. The single track railway was opened for goods traffic on September 19, 1864, and for passenger business in October.

Tramways magazine

NEWS LETTER welcomes *M.M.T.B. NEWS*, the magazine of the Melbourne and Metropolitan Tramways Board. The first issue appeared in August and consists of 16 pages on art paper, with heavier covers. The main articles include *Traffic Noise and Trams*, *Our New Buses*, and *Preston Workshops*. There's a page for the ladies, a sporting section and other items that should have a wide appeal to the Board's five and a half thousand employees.

At Science Exhibition



These visitors to the Department's exhibit in the Science Exhibition were interested to hear Mr. D. K. McDonald, from the Engineer of Tests Division, Newport Workshops, explain the operation of an electro-magnetic surface crack detector.

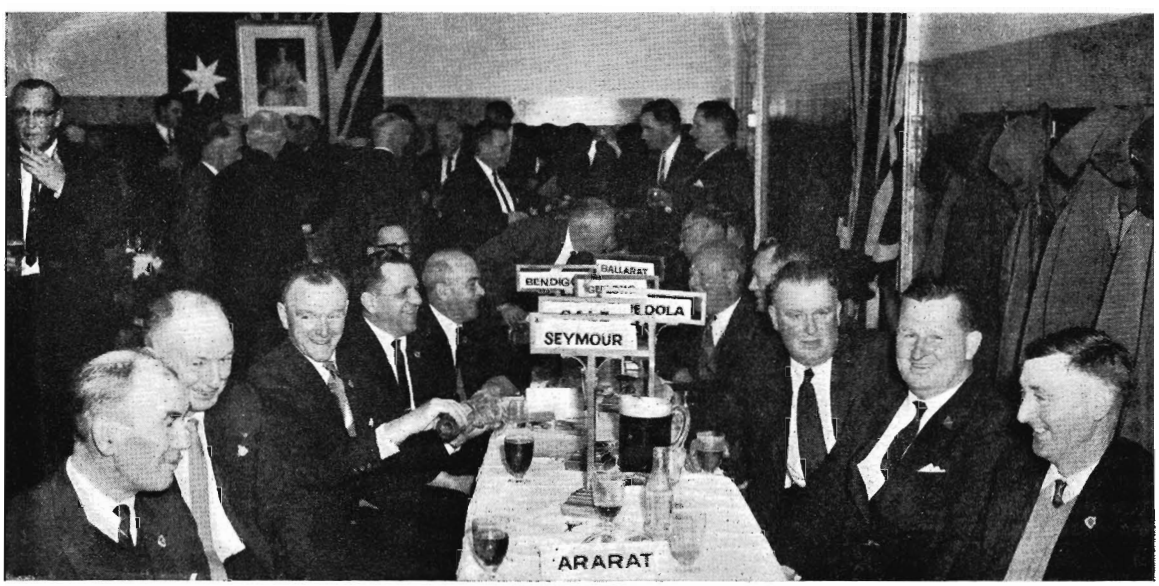
FRONT COVER

shows Fitter and Turner W. J. Heywood setting up work on a heavy duty radial drill at Ballarat North Workshops. This machine has a drill capacity of 3 in. and operates to a radius of 5 ft. The Departmental workshops at Ballarat and Bendigo are important factors in decentralization, and also provide excellent training for country craftsmen.

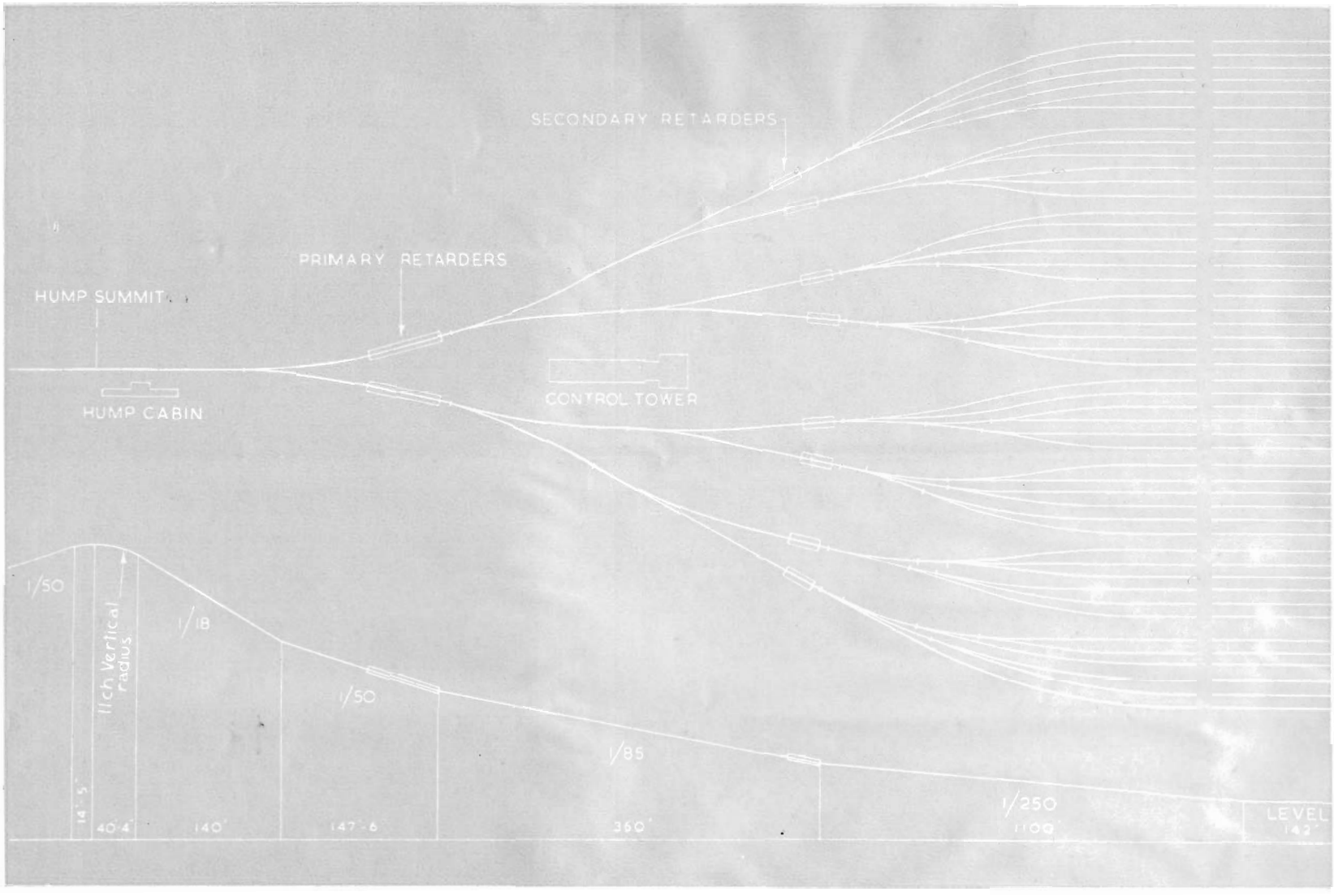
THEY STUDY TO BE WORKS SUB-FOREMEN

At the Ironworks Division, Laurens Street, these carpenters and works gangers are receiving instruction in the operation of a concrete mixer as part of their course of study for the Works Sub-Foreman's Examination. Instructor for the class (the first held since 1959) was Mr. C. J. Proffitt. Those who attended were: Messrs. K. N. Bechaz, N. J. Dinham, B. H. Hogg, R. J. McNamara, F. D. O'Halloran, E. J. Rawlins and G. A. Smith (all from Special Works), E. G. Armstrong and K. N. Kennedy (Geelong), J. G. Bond, (Warrnambool), A. W. Bywaters (Dimboola), R. Cook and D. B. Taylor (Ararat), K. P. Black (Seymour), P. P. McNamara (Wangaratta), K. D. Brosche, R. C. Henderson and T. A. Jones (Korumburra), R. W. Humphreys (Sale), A. E. Iverson (Warragul), J. L. Matheson (Ouyen), D. G. Cormack and R. S. Hams (Bendigo), and A. J. Foss (Metro. D.E.).

DINNER TO COUNTRY DELEGATES

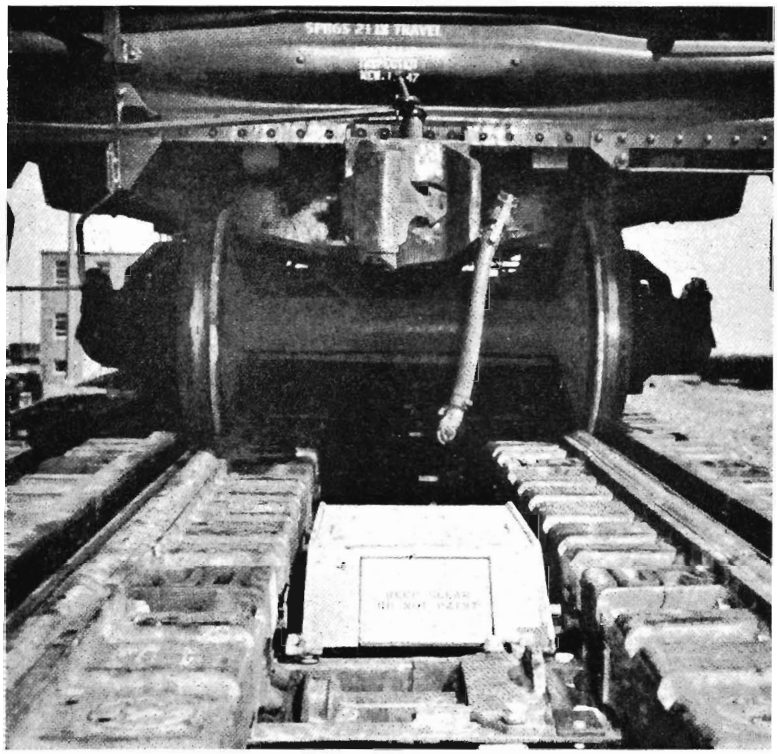


Smiles and good spirits were the order of the night at the annual dinner tendered recently by the Victorian Railways Returned Servicemen's Section to its country delegates. Among those who attended were Mr. E. H. Brownbill (Chairman of Commissioners), Mr. G. F. Brown (Deputy Chairman), heads of branches and senior officers ; guest of honour was Major-General Judge N. A. Vickery. Two of the Section's principal officials—Messrs. S. C. Thomas and R. E. Erwin, State President and Secretary respectively—have retired from those offices. The new State President is Mr. H. F. O'Brien (Accountancy Branch, Flinders Street) and the new Secretary, Mr. J. A. Taylor (Rolling Stock Branch, Head Office).

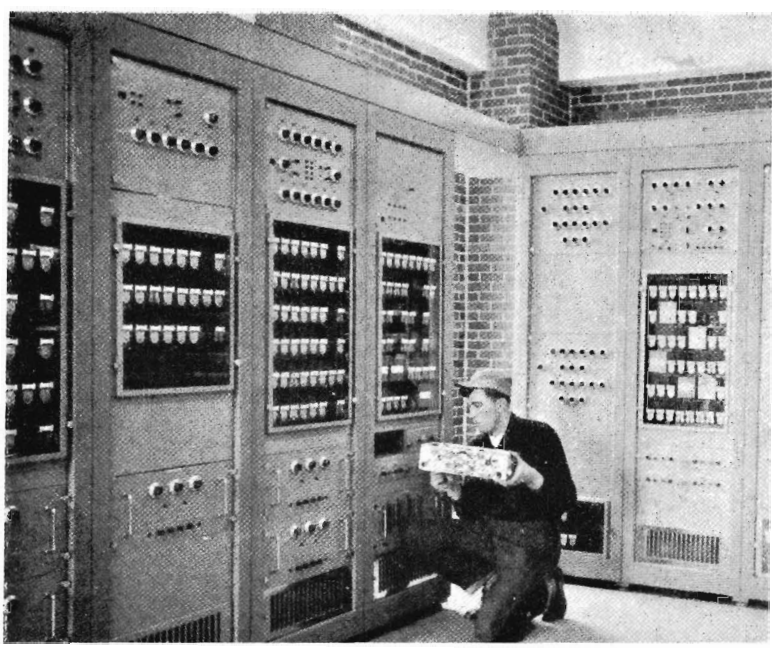


Layout of a typical hump yard for 48 routes in eight balloons. (Melbourne Yard will have four balloons.) (*Westinghouse Brake & Signal Co. Ltd.*)

OVERSEAS HUMP YARDS



This radar unit, located at the retarder, is measuring the speed of the wagon shown in the picture, and determining exactly when retarder will release the wagon. The measuring is done almost instantaneously.
(*Railway Signaling and Communications*)



Computers that are used to calculate the speed at which wagons should be released from the retarders. (*Railway Signaling and Communications*)

UNDER the plan for its re-arrangement, Melbourne Yard will have Australia's first application of hump shunting (see last month's *News Letter*).

The established method of classifying wagons is to pass them down gravitation sidings over points manually operated by shunters who control the wagon speed by hand brakes. Usually for economic reasons, but sometimes by necessity, gravitation yards in other countries are being superseded by hump yards. An account is given below of some of the features of overseas hump yards. To what extent they will be adopted, or modified, for the Melbourne Yard will, of course, not be known until the design is completed.

In a hump yard, wagons are classified by pushing them over a summit beyond which they run by gravity at a greater speed than in a gravitation yard. The speed of the wagons is regulated by rail-mounted retarders that grip the wheels. The retarders and power-operated points are remotely controlled—either automatically, using a computor, or by an operator situated in a signal box or tower. Manual operation, however, is being superseded by automatic control.

From a technical point of view, a hump yard overcomes the following factors that limit the design and operation of a gravitation yard :

- variations in rolling resistance of different types of wagons ;
- variations in the condition of journals and the types of bearings ;
- wheel wear ;
- weight of vehicles and loading;
- temperature, and wind velocity.

Advantages

The main advantages of a hump yard are :

- quicker classification of wagons, the average rate being four wagons a minute ;
- faster service to customers, greater use of wagons ; and more economical working ;
- a reduction in claims caused by shunting damage.

Operation of the yard

On arrival of a train at the yard, a *train consist* list is handed into the yard office. This list can be obtained by a tape recorder or from a television screen. In the latter case, the wagon numbers are transmitted as the wagons pass into the receiving siding. The list is adjusted in accordance with a Train Examiner's report.

From the *train consist* list a switching list is prepared that shows the wagon number, contents, weight, etc., and the number of the track to which it is to be switched. This list is sent to the control tower by pneumatic tube or teleprinter. A copy is supplied to the shunter, known as the *pin man*, who uncouples the vehicles as they pass over the hump.

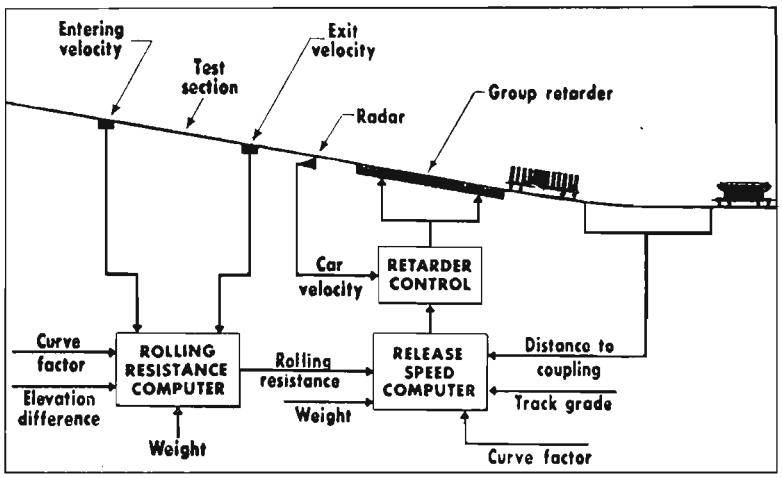
Sorting information is stored in a machine so that it can give automatic operation of the points during humping.

A public address system with *talk back* facility is available at the hump for shunters' use. If required, duplicate speakers are placed along the approach to the hump for the information of locomotive crews. A signal at the hump indicates to the driver the speed required by the operator in the tower.

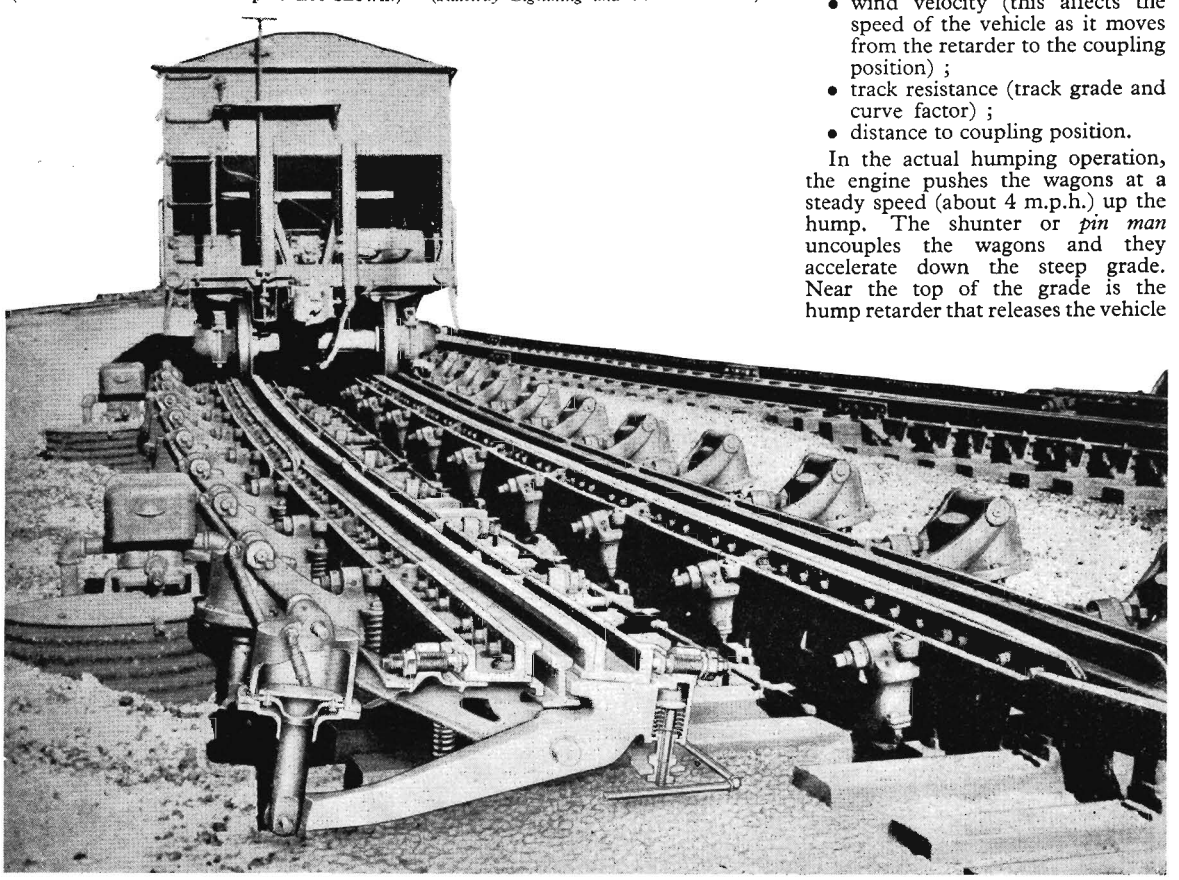
The operation of the retarders that brake the wagons to the correct coupling speed (approx. 4 m.p.h.) is controlled by a computer. During humping, the following information is fed into the computer to enable it to calculate how the retarder must be operated to brake the wagon to that speed :

- rollability of wagon (obtained by use of a radar beam that measures the speed gained by vehicle as it moves between the hump retarder and the secondary retarder) ;
- weight of vehicle (the weight and speed indicate the rolling energy stored in the vehicle) ;
- wind velocity (this affects the speed of the vehicle as it moves from the retarder to the coupling position) ;
- track resistance (track grade and curve factor) ;
- distance to coupling position.

In the actual humping operation, the engine pushes the wagons at a steady speed (about 4 m.p.h.) up the hump. The shunter or *pin man* uncouples the wagons and they accelerate down the steep grade. Near the top of the grade is the hump retarder that releases the vehicle



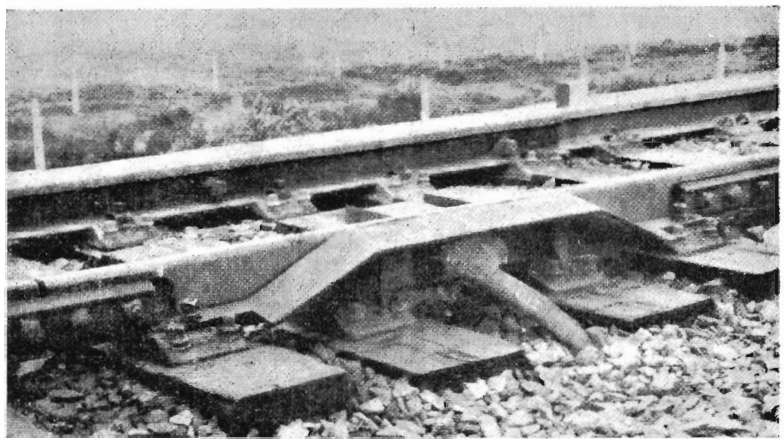
Simplified diagram showing the organization of equipment at one hump yard. (The retarder at the hump is not shown.) (*Railway Signaling and Communications*)



Cut away picture of a retarder. This type uses air as the source of braking power to apply brake shoes on both sides of the wagon wheels. It consists of a number of units, 6 ft. 3 in. long, with individual power cylinders. (*Union Switch & Signal Co.*)

at a pre-determined speed. As each wagon is about to enter the secondary retarder the information shown above is fed into the computer. In a flash —with the incredible speed of electronic equipment—the computer makes the calculation and controls the retarder so that the wagon, when released, will travel over the track and reach the rake of wagons at the correct coupling speed.

A design at present being developed for a hump yard in Switzerland has a novel feature. After the wagons have been sorted, a powerful magnetic field will draw them along the track at coupling speed. This field will be produced by passing a huge quantity of electrical energy through the rails. Switzerland, of course, has the abundant electrical power to make such a system economically feasible.



This device attached to the rail, weighs wagon and transmits weight to a computer. (*Institution of Railway Signal Engineers*)

MELBOURNE YARD

IS IN

IDEAL LOCATION

SUGGESTIONS have been made that Melbourne Yard should be removed from the centre of the city, relocated on the suburban fringe, and a local delivery and dispatch yard maintained near the city centre. The obvious question that arises is, why maintain two yards when one will do—one that is already in an ideal situation for its purpose ?

Melbourne is indeed fortunate that the present marshalling yards are capable of conversion into a modern, mechanized facility, in an ideally central location, that will yield maximum efficiency in operation to the advantage of both the Department and its customers.

Long experience has shown that intermediate marshalling of trains at any point between the main country depot stations and Melbourne merely delays the delivery of vehicles without any offsetting advantages. The only important exception to this principle is the case of Tottenham Yard, to shunt off traffic (particularly livestock) for the Williamstown–Newport, Brooklyn–Sunshine–Deer Park area.

The location of a major railway facility, such as a marshalling yard, is necessarily determined by the job it is designed to do.

In the case of Melbourne Yard, the dominating factor is the final destinations of more than 1½ million wagons that move in and out of the yard yearly.

These destinations can be broadly sub-divided, in order of importance, as follows :

- Melbourne Goods Sheds,
- the dock areas (Appleton Dock, Victoria Dock, Port Melbourne),
- country lines.

In the interests of efficient and economical working, the yard should be situated, firstly as near as possible to the Melbourne Goods Sheds and dock areas ; and, secondly, at a focal point with direct connexions to all suburban and country lines.

The Melbourne Yard, in its present position, fulfils all these requirements.

Present difficulties in the Yard are in no way related to its location, which is ideal. They arise purely from the fact that it was designed in the days when, with the low-powered steam locomotives then in use, a 40-vehicle train was the most it was expected to handle, and when the mechanical and electronic control of vehicle movements was unknown.

Today, high-powered diesel locomotives, operating singly or in multiple, can handle 75-vehicle trains with ease, and it is only the inadequacy of the Yard that is preventing many more trains of this length being run.

There is no danger that, with the further growth of Melbourne's population, the needs of suburban passenger traffic will restrict access for goods trains to the Yard in its present location.

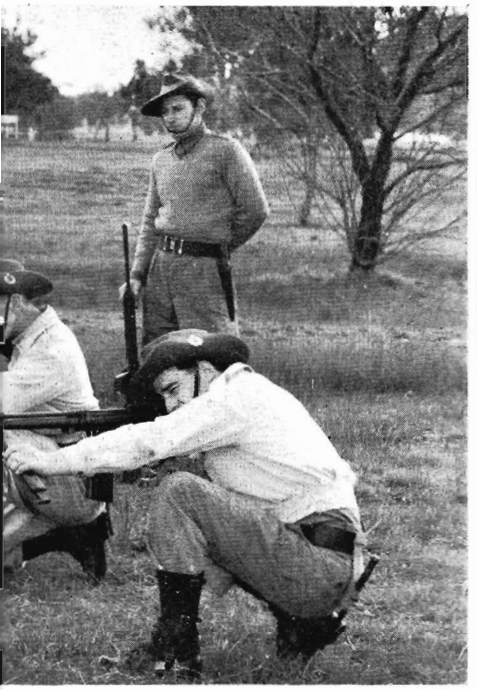
The track and signalling facilities, which are necessary for peak period suburban traffic, are more than adequate for all goods train movements (to and from the Yard) outside these peaks which comprise only about four hours out of the 24—at times when few goods trains are moving in the metropolitan area, in any case. Most important country and interstate goods trains enter or leave the Yard between 8 p.m. and 5 a.m.

However, plans exist for two additional tracks on the viaduct, between Spencer Street and Flinders Street stations, to be built, when required.

Inst

41 GOES TO CAMP

Se



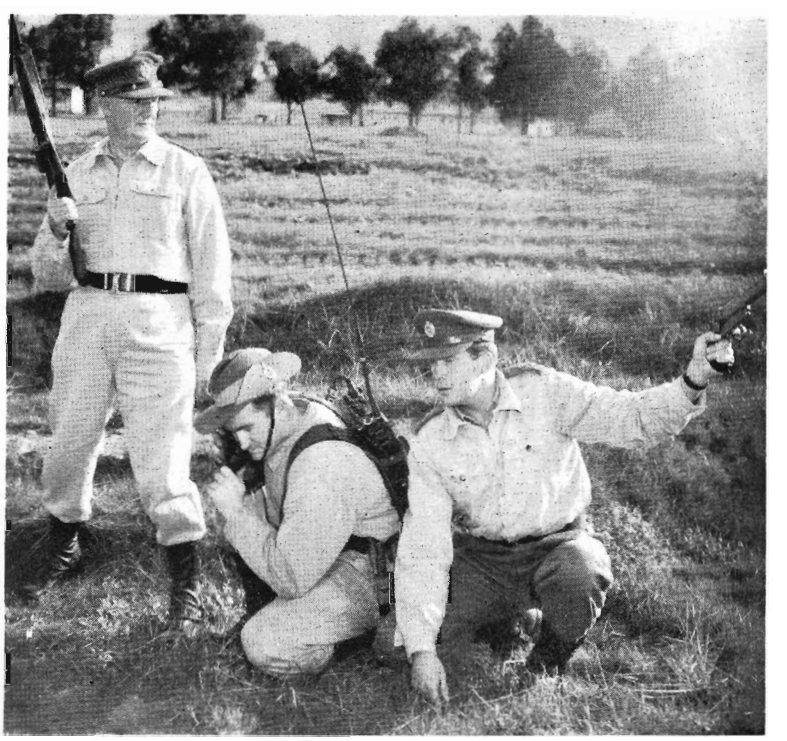
ction in the use of the 7.62 automatic rifle is being given by Sergeant J. R. Coates.

Major G. N. Murphy explains to visitors the technique of position finding being carried out by Sapper A. N. Klemm and Lieutenant E. T. Last. Visitors (*from left*) are Messrs. E. A. Daly (Actg. Auditor of Revenue), G. J. Caldwell (Livestock Agent) and W. L. Hart (Manager, Spotswood General Storehouse).

Firing a signal flare to warn of impending action are (*from left*) Lieutenant W. P. Payne, Sapper F. S. Harrison and Lieutenant E. T. Last.

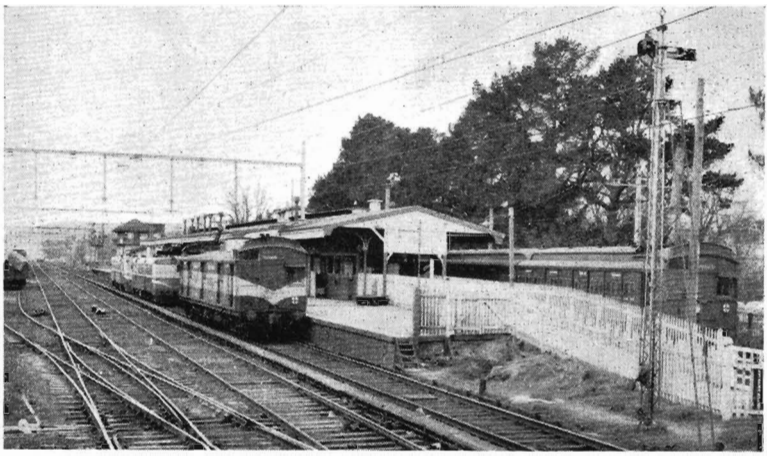
No. 41 Railway Squadron, Royal Australian Engineers, went to Bandiana last month for the annual 14-day camp. The main exercise took place during the second week and consisted of protecting a railway line and installations from guerilla activity. Other training included the use of the new 7.62 automatic and self-loading rifles, the Owen sub-machine gun, grenades, smoke canisters, illuminating flares, etc. In addition, there were special exercises in railway maintenance using basic army engineering equipment.

Vacancies in the Railway Squadron, which is sponsored by the Department, exist for Victorian Railwaymen, between 17 and 35 years of age, who have railway skills in the following grades: loco enginemen, tradesmen, track repairers, signal maintenance staff, and traffic men holding safe working certificates. Further information may be obtained from Mr. G. N. Murphy, Room 136, Head Office (telephone Auto. 1361) or Mr. D. Catchpool C.R.I. Office, Flinders Street (auto. 1109).



ant R. E. Becroft takes a squad for arms drill.

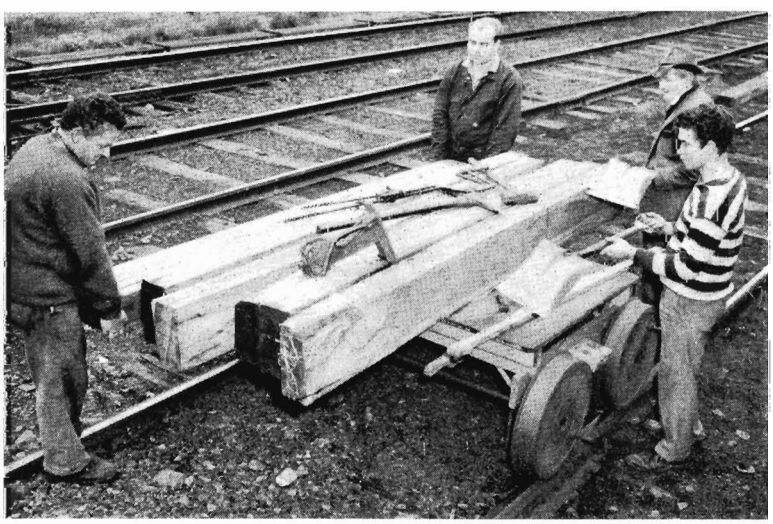
TOWN AND COUNTRY MEET AT LILYDALE



Station and yard

Station Assistant B. Murray waybills a specially packed shrub.

Cases are loaded into van by Yard Assistant F. P. O'Shea.



(*From left*) Repairers I. Ryan, J. De Lang, Ganger J. Hall and Repairer J. Balmas complete loading a trolley.

LILYDALE, 23½ miles from Melbourne, has the distinction of being the only station in the suburban area with a refreshment room. The room was built of course, for the convenience of passengers from the Warburton and Healesville districts, but it also caters for some local needs.

Land development in the vicinity of Lilydale could increase the station's present total of over half a million passenger journeys annually. It is interesting to note that passenger business from the station it supervises—Mooroolbark—has increased more than fourfold, to an annual 397,000 journeys, in the last 10 years.

The Dandenong Ranges that make such a pleasant backdrop to Lilydale also make a contribution to station revenue in the way of passengers who arrive by bus from Mt. Evelyn and Silvan. Goods and parcels traffic are also helped by nurseries and flower farms in the hills. Fruit trees from the nurseries of Moss and Sons and Fleming and Sons, are railed to all parts of Australia ; the Yarra Farm Bulb Co. sends large quantities of bulbs ; while seeds and cut flowers are other items of freight.

Local industries, such as Turner Atkins Saws Pty. Ltd. and Kimball-Adeney Pty. Ltd., dispatch engineering equipment.

The biggest freight customer is the David Mitchell Estate which last year railed more than 15,000 tons of lime from its quarry at Cave Hill Siding, about half a mile from the station. David Mitchell Estate is one of the principal Victorian producers of limestone which is used mainly in the manufacture of lime for agricultural and building purposes. Agricultural lime corrects soil acidity, and building lime is used in mortar, plaster, concrete and whitewash.

Lilydale was named after Lilly, the wife of Paul de Castella. It was given this name (then spelt *Lillydale*) by a surveyor, engaged on a survey of the township, who was staying at the de Castella vineyard, Yering.

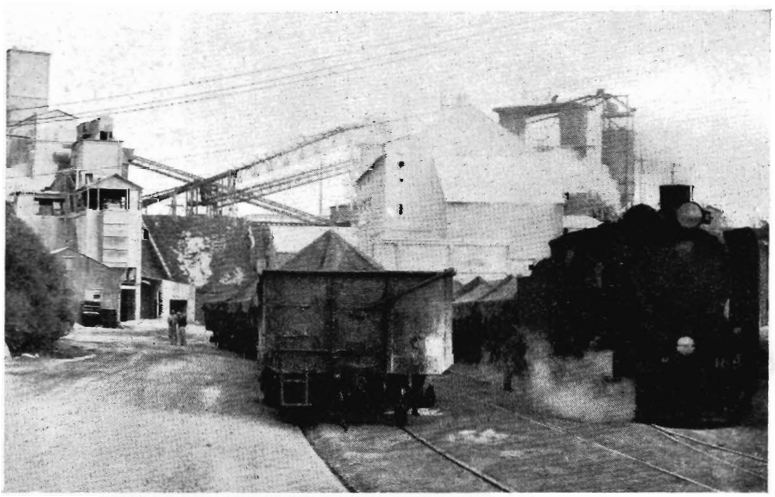
This vineyard marked the beginning of the Yarra Valley wine

Clerk B. P. McCormack at work in the booking office.

In the Refreshment Room, Mrs. F. Arbuthnot takes a pie from the warmer.

Mrs. O. O'Neill, Actg. Refreshment Room Manageress, checks cash register takings.

Assistant Stationmaster W. Wills (*right*) gets passenger figures from Rail Motor Driver F. Liddicoat.



Locomotive K 188 (Driver R. Morison and Fireman R. J. Beattie) coupled to a rake of wagons at Cave Hill Siding.

industry, and is linked by a curious train of events with Australia's first vineyard which was planted by John Macarthur. During a visit to Europe, Macarthur, in the course of looking for new primary industries for Australia, collected some vine cuttings in France and sent them to New South Wales where they were planted at Camden.

In 1840, the pioneer, William Ryrie, from N.S.W., arrived in the Yarra Valley and established his station at Yering. He planted an acre with some vine cuttings he had brought from Camden.

The wine industry prospered until in the 1880's it was producing about 200,000 gal. of wine annually. Vine disease and other causes led to the decline and ultimate extinction of the industry.

In addition to its attractive situation, Lilydale is noted for the magnificent trees that line the main street. And its Melba Park recalls that Australia's most famous singer lived in the locality for many years.

Yard Assistant W. Foster records wagon numbers at the Siding and Driver Morison looks for hand signal before leaving.

APPRECIATION.

For 29 years

JUST a note of appreciation of your train service to Melbourne (from Albury) . . . . I have been travelling on this line for 29 years, and would not travel by bus . . . . I feel safe and comfortable, with no worry from road traffic . . . . Your staff have also been very kind to me . . . .

—Mrs. E. J. Randal, 287 Albury Road, Corowa

Bendigo

I would like, through you, to thank two or three members of your staff who helped me when I had to be recalled to Melbourne from the Swan Hill train. They were kindness itself and I did appreciate it.

—Ruth Coulsell, 3 Salmon Avenue, Essendon writing to S.M. Bendigo

S. O. P.

I wish to thank the staff on *Spirit of Progress* for their great kindness and consideration on July 7 . . . . . They were all wonderful to me, and would not accept a tip . . . . . As I am 80 years old, it was very helpful to receive such kindness.

—Mrs. M. Mouat, 1/64 Ben Boyd Road, Neutral Bay, N.S.W.

Superphosphate

AT the conclusion of yet another record year of trading, I would again like to convey my thanks for the service and consideration we have received from all sections of your staff . . . . .

I know that, apart from handling a record wheat harvest at the beginning of the year, you were faced with the problem of exceptional wheat shipments from Geelong in March and April, and in the circumstances I consider that the transportation of superphosphate received very good service . . . . . .

—(K. S. Picken, Victorian Manager, Cresco Fertilizers Ltd., writing to the Chairman)

Dennis

I was on a train to Melbourne this morning when a passenger collapsed and died at Dennis station. I would like to compliment the staff at Dennis on the efforts made to revive this man and especially the effort of the young assistant who carried out mouth-to-mouth resuscitation . . . . .

—B. A. Fry, B.D.Sc., L.D.S., 37 Mountain View Parade, Rosanna

St. Arnaud and Ballarat

ON July 18 a party of students and teachers on an educational tour, left St. Arnaud by train to Spencer Street, returning on July 23. All were loud in praise of the attention they had received . . . . . particularly from station staff at St. Arnaud and Ballarat . . . . . .

—J. Flynn, Head Master, St. Arnaud High School

Caulfield

I would like to thank the Caulfield stationmaster who was on duty on the morning of August 10 . . . he went out of his way to help my young daughter who travelled from Drouin for the first time by herself . . . Through a slight mix up in train times, her aunt met the wrong train, so he very kindly went to a lot of trouble to see the little girl arrived at Chelsea safely.

—(Mrs.) W. Cobbledick, Drouin South

Glenroy

WHEN alighting from a train reaching Glenroy at approx. 5.30 p.m. on July 1, I inadvertently left my briefcase in the compartment on the rack.

I am pleased that due to the prompt action of your staff, the case was recovered when the train reached your station.

Please pass to those concerned my appreciation of their prompt and very courteous action.

—S. I. Zuinert, 93 Paget Avenue, Glenroy, writing to Stationmaster, Broadmeadows (Staff concerned were Station Assistants I. McDonald and J. Pilimon.)

Hostesses

I would like to commend the V.R. hostesses who attended to me and my two small children when I travelled to and from Sydney on April 10 and June 20 this year. They were pleasant, helpful and kind —attending to my comfort as well as the children . . . . they seemed to appear just when I needed them.

It was a long trip for two tiny tots and without the help of these lovely girls, I don't know how I would have coped.

—Mrs. Slattery, Flat 2, 65 Holmes Road, Moonee Ponds.

THE V. R. I. LIBRARIAN

TALKS ABOUT BOOKS

LITTLE Japanese gentlemen who face charging bulls and kill them with a single blow, who throw men twice their size, who stand smiling and immovable while burly opponents try in vain to push them over : you probably have read about the fantastic feats of these masters of judo, karate, aikido. You may also have read that their prowess comes not simply from physical training, but also from intensive spiritual discipline. A book which gives an excellent introduction to this spiritual training is Alan Watts's *The Way of Zen.* It includes a history of Zen, a guide to understanding poetry and painting in the Sino-Japanese tradition, and many other fascinating things. Altogether a charming, intriguing book.

* * * *

I must admit that I am not a railway enthusiast— but dipping into a beautiful book called *Little Railways of the World*, by Frederic Shaw, nearly converted me. Here the Talyllyn, the Festiniog, the Romney, Hythe & Dymchurch, and many other railways are described and illustrated. Alas, Puffing Billy isn't mentioned.

While on the subject . . . . The Library is building up quite a useful and interesting stock of books about the world's railways, books for children as well as adults.

* * * *

November 22, 1963—a day few of us will forget. What really happened on that fateful day in Dallas ? Perhaps we will never know. Many books have already been published on the subject, most of them sentimental, misleading rubbish. One that stands out is the subject of world-wide controversy—and is a book that every thinking person should read : *Who Killed Kennedy ?* by Thomas Buchanan.

* * * *

My personal recommendation among the new novels is Elliott Baker's *A Fine Madness.* A New York poet, working on a huge allegorical poem, finds his writing continually interrupted by creditors, police, literary agents, a former wife, drinking bouts, a flock of psychiatrists, a somewhat scatter-brained mistress, and other distractions. The theme is somewhat hackneyed— " How does a way-out individualist survive in a conformist society ? "— but it has rarely been handled so well. The book can be read as hilarious comedy, or as profound social comment, or both. Either way, I think it's one most readers will enjoy.

Private cars for millionaires

ABOUT the turn of the century, the private railway car for the rich traveller was in its heyday. When on the sea the super-rich man had his private yacht ; but, on land, the Rolls-Royce and Cadillac had hardly appeared. Instead, the millionaire had a far grander status symbol—the private railway car.

Nowhere, perhaps, did it reach such heights of glory and extravagance as in the U.S.A. . . . . in the days of the Bold Bad Barons of Wall Street.

Those free-wheeling tycoons loved an ostentatious display of their wealth. Diamond Jim Brady rode in a car as dazzling as the diamonds he wore. Jay Gould, Cornelius Vanderbilt, J. P. Morgan and dozens of other wealthy men all had their private cars.

These rolling retreats boasted such opulent features as Italian marble baths, crystal chandeliers, ornate mirrors, wood-burning fireplaces, and " wine cellars ". One private car even had a small mushroom cellar attached to its undercarriage.

A cow in the van

English butlers and French chefs staffed Jay Gould's car, and, as that colourful millionaire suffered from dyspepsia, he kept a cow in the luggage van, so that fresh milk would always be available.

One wealthy lady made no secret of the fact that ownership of a private car was costly. " The only thing that's economical about our car," she once told reporters, " is the solid gold plumbing. It saves polishing, you know."

Aboard the car of another magnate, guests were attended by liveried footmen and dazzled by gold and marble fixtures. On Sundays, religious services were held en route, with a parlour organ providing the music.

Road and rail—the true costs

TRUNK road system costs in England are probably twice as heavy as the equivalent rail system costs, and the road freight transport operator probably pays no more than one third to a half of his road track costs, whereas the railways pay all theirs.

That is the conclusion of an impartial study of the true costs of rail and road freight transport over trunk routes, says British Railways' *Rail News*.

The study was carried out by the Railways Board and submitted to the Geddes Committee on Carriers' Licensing as a supplement to their evidence.

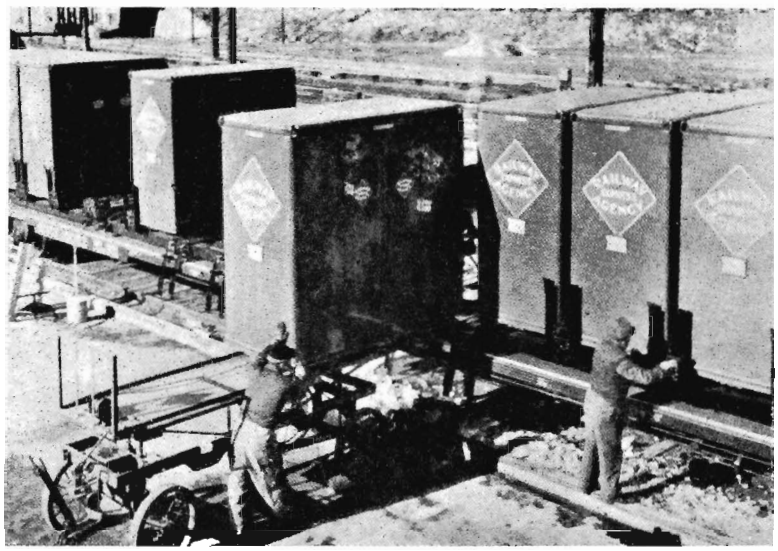
In their evidence to the committee the Railways Board made the point that efforts to achieve a sensible rationalization of transport were unlikely to succeed unless the financial burden which each form of transport is required to bear included a proper share of the true cost of providing and maintaining the facilities it uses.

Results of the study indicate that as far as costs are concerned the present situation favours road haulage until the higher distances are reached Then it turns in favour of rail.

Where liner train services are involved, however, the situation is in favour of rail for all but the shorter distances, and gives a substantial advantage to rail over longer distances.

The study was a first approach to the problem, but the board feel confident that subsequent checking of the results is unlikely to alter the general conclusions.

Small containers



Small shipment containers have been developed for the Railway Express Agency of U.S.A. The container can be handled by only one man, and moved on or off a flat wagon in a very short time. With a capacity of two tons (211 cu. ft.), the container is 4 ft. wide, 8 ft. high, and 8 ft. long, with doors on the side and end for loading. At station stops, a channelled end stop is dropped, which acts as a bridge between the wagon floor and platform. The container is then rolled off the wagon on to the platform, or a truck, as shown above. Made from magnesium-steel, the container's empty weight is 496 lb.

Poetic persuasion

WESTERN Australian Government Railways has used poetic metre to convince football fans it is better to take a train to the matches than drive a car :

Pity the poor motorist with private car
Who follows football near and far,
To watch his team contest a game
That could lead to premiership fame.

The traffic snarls, no parking places,
Are a few of the hazards a motorist faces.
Congested roads and right-of-way,
No wonder nerves begin to fray.

Bumper to bumper and screaming brakes,
A pent up feeling may cause mistakes,
Or far worse still can cause delay
And make him miss the opening play.

White gloves for drivers

RECALLING the lives led by the idle rich before World War One, a writer in *Holiday* says that, in those days, the Vienna Express bringing aristocratic travellers from eastern Europe to Monte Carlo and the French Riviera consisted solely of first-class sleepers and dining cars. And all its attendants including conductors and even *drivers and firemen* wore white gloves.

Was S.M. at Alice Springs

STATIONMASTER H. J. O'Sullivan, of Lilydale, is probably the only man in the V.R. who has been a stationmaster at Alice Springs. It happened during World War II when he was on loan, for two years, to the Commonwealth Railways. Among his jobs in the C.R. was S.M. at the Alice for about two months, and a train controller there for three. And, maintains Mr. O'Sullivan, the coldest week of his life was spent at Oodnadatta. He was relieving there as train controller. The days, of course, were pleasant and sunny. But, at night . . . the thermometer sank rapidly, and the office had no heating of any kind to counter the intense cold.

Mr. O'Sullivan

Mr. O'Sullivan's first job in the V.R. was as a lad porter at Broadmeadows, in 1920. For the past three years he has been at Lilydale.

German-speaking pen friend

A recent letter received, asking for information about Australia, also had a request for a German-speaking pen friend in Australia. The writer's name and address are : Joachim Petrusch, 1-Berlin-52, C/- Schwartz, Schulenburgstrabe 10, Germany.

Duck and olives at Colac

They did themselves well in the old days. A menu of the V.R. Refreshment Rooms at Colac, dated February 26, 1902, showed the viands offered diners that day were :

> Oysters au Naturel ; two kinds of soup ; Boiled Schnapper ; Fried Fillets of Whiting ; Salmis Duck and Olives ; Roast Turkey ; Roast Duckling ; Boiled Chicken ; Roast Beef ; Roast Saddle Lamb ; Ox Tongue ; York Ham ; six varieties of sweets ; and, for fruit, there were grapes, peaches, apples and pineapples. Any odd corners left could be filled with cheese and salad.

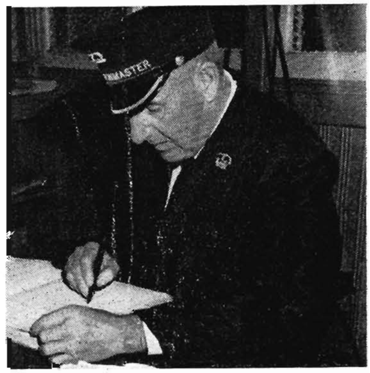
" They must have been entertaining Royalty " was the comment of a present-day Refreshment Services executive.

A few doors away

A *News Letter* paragraph about retired railwayman Mr. L. Fraser having attained the age of 95, caused retired Stationmaster L. P. N. Sullivan to write to *News Letter* and ask his address, as he recalled working with Mr. Fraser at Dimboola in 1910. Mr. Sullivan wrote from 41 Merton Street, Albert Park, and it was found that his old acquaintance was living in the same street only a few doors away—at No. 18.

In his letter, Mr. Sullivan also mentioned that while he was at Dimboola that year he was the first one on night shift to see Halley's Comet, with a small telescope he owned.

Boosts Mildura



Mr. S. J. Gurd who has retired as stationmaster at Mildura, has been active in promoting the attractions of that city—as a member of the tourist development committee and an executive of the Chamber of Commerce. Mr. Gurd had 44 years service in the Department and was Mildura's S.M. for five and a half years.

Link with early Company

VICTORIAN RAILWAYS - LOCOMOTIVE BRANCH.

Junior Driver's Certificate.

I Certify that J. Rr. Liversidge whose signature appears in the margin has passed his examination as junior driver of a Locomotive Engine.

Loco Supert. 8/5/82

Loco: Foreman. Examiner. 5. 5. 82

453'79

J. R. Liversidge to whom this Junior Driver's Certificate was issued started work in 1872 with the Melbourne and Hobson's Bay United Railway Company. The certificate was brought to *News Letter* by his son, Mr. I. R. Liversidge, who retired from the Department, 10 years ago, when he was a blacksmith at Jolimont Workshops.

Staff work since 1916

MR. W. J. ROURKE, who retired recently, is well known to many Traffic Branch men, as his entire departmental career was spent on staff work in that branch. He joined the Department 48 years ago, and started in Room 68, Head Office, under Mr. " Paddy " Meares. In those days, he points out, the office building had only three floors and any traffic noises from the street were mostly caused by horses and carts. Mr. Rourke's first job was on vision test records. For many years he dealt with Union matters, but at the time of his retirement was on the transfers of Assistant Stationmasters. All told, he worked under six different branch heads.

Mr. Rourke

Apprentices wanted

THERE will be vacancies in the Department for 280 apprentices, including 15 for Bendigo and 17 for Ballarat, to start next year. The apprenticeships are in 22 trades, giving a wide choice to applicants.

The closing date for receipt of applications is October 19, this year.

Successful applicants will begin a five-year apprenticeship on January 18 next.

Last and first

Mr. Johnston

MR. A. G. JOHNSTON, who retired last month, has the distinction of being the last Stationmaster of the old Spencer Street station and the first of the new one. He was in charge at Spencer Street during the last eight and a half years—perhaps the most eventful period in the history of the station—as it included the Olympic Games, two Royal Tours (the Queen Mother and Princess Alexandra) the opening of the standard gauge line to Sydney and, of course, the new station. Mr. Johnston joined the V.R. in 1915 and his career included service at Nhill, Murtoa, Yarrawonga, Hamilton and Mildura.

Handicapped

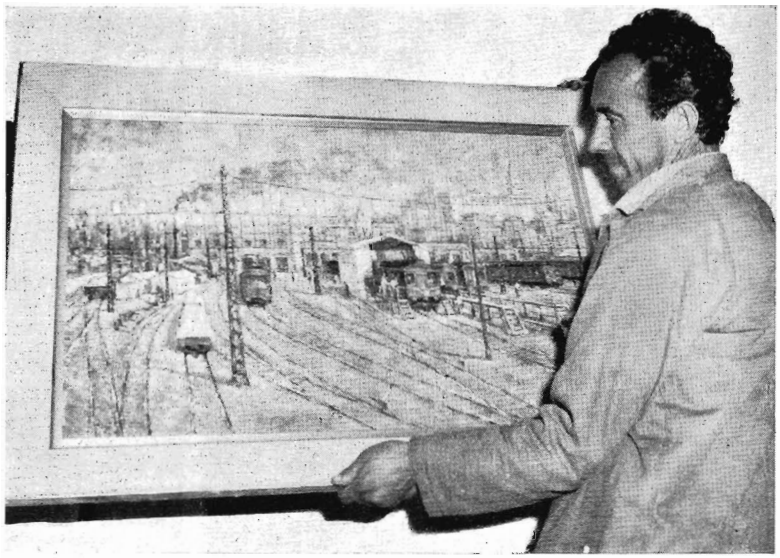
FIVE slightly intoxicated gentlemen were driving home from a party one night—two in the front seat and three in the back. The driver saw a light in the rear-view mirror and motioned for the car to pass him.

Three times he motioned for the car to pass—and still it didn't.

Finally he turned around to the men in the back seat and said "Tell me why that bloke behind won't pass ?"

"He can't," replied one of the men "he only has one light and he's on rails !"

Jolimont Artist



Car Cleaner Antonio Goglia, of Jolimont, displays his oil painting of the yards viewed from Richmond Station. Mr. Goglia, a skilled artist, was born in Italy, where he won the Italian equivalent of the Australian Archibald Prize for portraits. Before arriving in Australia he was an art teacher in Jugoslavia for about eight years. Several of his humorous sketches of local identities brighten the walls of the car cleaners' cabin at Jolimont.

RECENT RETIREMENTS....

ROLLING STOCK BRANCH

Scholes, A., Ballarat North
O'Neill, W. G., Bendigo North
Rayner, R. M., Bendigo North
Wolff, N. E., Jolimont
Gingell, H. R. Ballarat North
Morris, G. E. Newport
Hines, E. A. J. Jolimont
Hollow, R. C. P., Newport
Nelson, N. J., Jolimont
Byrne, S. W. H., Newport
Purchall, G., Newport
O'Donnell, J. V., Bendigo North
Dwyer, A., Newport

TRAFFIC BRANCH

Gurd, S. J., Mildura
Johnston, A. G., Spencer Street
Gadau, F., Melbourne Goods
James, A. H., Clunes
Levitt, I. S., Melton
Hazeldine, G., Wangaratta
Kennedy, J., Flinders Street
Gaywood, V. J., Traralgon
Sanders, W. J., Eastmalvern
Benyan, (Mrs.) H., Flinders Street
Killeen, W. P., Hamilton

WAY AND WORKS BRANCH

Townley, C. F., Head Office
Hanlon, W. G., Spotswood Workshops
Symons, P. C., Flinders Street
Bragge, H. W. J. F., Head Office
Spencer, O. A., Korong Vale
Spiers, E. C., Laurens Street
Moysey, E., Ballarat
Dinakis, V., C/o Foreman Painter
Hovey, A. G. R., Maryborough
Nabuurs, J. A., Special Works
Giacchi, S., Special Works
Rickman, G. H. J., Caulfield
Bowyer, N. E., Korong Vale
Fletcher, G. E., Flinders Street
Crough, P., Newport

STORES BRANCH

Junor, C. J., Spotswood General Storehouse
Corkill, J. J., Spotswood General Storehouse

ACCOUNTANCY BRANCH

Urquhart, H. I. A., Flinders Street
Johnston, C. A., Flinders Street

....AND DEATHS

TRAFFIC BRANCH

Rantall, R. F., Geelong
White, E. J., Melbourne Yard
Geary, A. H. E., Frankston
Cohen, J., Melbourne Goods

ROLLING STOCK BRANCH

Cook, P. J. Jolimont
Knysz, M. J., Jolimont
Rogers, D. L., Newport
Shanton, J. G., South Dynon
Sappa, A., Newport
Johnsson, A. B., Jolimont

WAY AND WORKS BRANCH

Thiris, J., Wangaratta
Smith, R. F. J., Korumburra
Ebner, M., Spotswood Workshops
Carpenter, J. W., Caulfield
Ryan, W. J., Echuca
Evans, E. L. G., Caulfield
Longford, N. L. J., Relaying No. 1
Stevenson, F. J., Wangaratta

Football

A fine day . . . a near perfect ground . . . a small, but enthusiastic crowd . . . and the stage is set for those two old rivals Newport Workshops and North Loco to once again battle out the Grand Final of the V.R.I. Football League. Loco who had been seriously weakened by the loss of their captain, Tony McMahon, (the winner of the League's Best and Fairest Award for the 1964 season) were not as strong physically as in previous years, and Newport were firm favourities to take off the flag.

Disaster struck Loco almost at the first bounce. Stewart went down with an injured knee and was taken off, and within minutes Smith went to the forward pocket after receiving attention from the trainers for bruised ribs. During this period Loco were completely disorganised, in spite of the efforts of the repair gang, Jack Sharp and Frank Moore, to keep the Loco motor functioning. Newport seizing the opportunity to set up a winning lead, attacked almost throughout the quarter, slamming on 7–5 to 1–0. Immediately after the start of the second quarter, Smith (Loco) went off, and in spite of the assistance of a strong wind, Loco could manage only 2–6, while Newport, with excellent forward play by Majerczak and Merriman, added 3–2 against the breeze. With the half time scores Newport 10–7–67 to Loco 3–6–24—the game seemed to be all over.

Loco, showing much more fire and determination, took the game right up to Newport in the second half, but the Workshops team, playing well within themselves, were in no danger of defeat, and ran out comfortable winners. Final scores : Newport 12–11–83 ; Loco 6–11–47. Best players : Newport : Limbom, Henderson, Allard, Linklater, Majerczak, Culph ; Loco—Morten, Kirkpatrick, Grant, Payne, Mitchell, Johnson. Goal-kickers : Newport—Majerczak (5), Costa (2), Goldstraw (2), Merriman, De Luca, Linklater. Loco—Johnson (2), Morten, Collahhan, Grant and Smith.

Messrs. G. F. Brown (Deputy Chairman) W. O. Galletly (Chief Mechanical Engineer) W. Featonby (Asst. Chief Mechanical Engineer) M. McKenzie (Vice-President V.R.I.) F. M. Mitchell (General Secretary V.R.I.) and many V.R.I Councillors were present. Among the spectators were a large number of retired men, who appear to take a keen interest in this fixture. Congratulations to Newport on winning the Commissioners' Cup for the sixth time—a great record—and to Tony McMahon, who won the 1964 Best and Fairest Award, and is as nice a bloke on the field as off.

Table Tennis

THE V.T.T.A. has just recently completed its winter pennant competition, and the three V.R.I. teams all made the finals. Unfortunately only one pennant was won, by B. 3, who beat its opponents 6–2 in the Grand Final. The B. 4 Team was eliminated in the preliminary final, and C. 1 was defeated in its Grand Final 5–6. All in all it was a most successful year and the boys should be proud of their efforts. In the internal competition the " A " grade finals have been postponed until after the Interstate Carnival, but in " B " grade Newport Apprentices (in their first year of competition) beat Ticket Collection to win the premiership.

Flashback

THIS month, I thought it would be interesting to bring you up to date on the progress of two of our well known sportsmen. You may remember that last November, I mentioned that Reg Sawyer, of North Loco, had been seriously injured after being knocked down by a motor car. Reg's many friends will be delighted to know that he has resumed work at the Loco and made an excellent recovery. Its nice to see " Puffer " round and about again.

In March, I made mention of Brian Tudor and his hopes of making the Australian Paraplegic Team for the Olympic Games in Tokio. I am very happy to report that Brian has won his section (weight lifting) of the Victorian Championships and has been selected to represent his State in the Australian Championships in Adelaide. A win in South Australia should ensure his selection in the Australian team. He must be conceded a great chance, as I believe his winning lift in the Victorian event was better than the present Australian record. Good Luck, Brian, we'll keep our fingers crossed.

Reaching for the ball in the Grand Final between North Loco and Newport Workshops.

Golf

DURING the past weeks two major country Tournaments have been decided.

On July 25 and 26, the V.R.I. Eastern Gippsland Golf Club held its fourth annual tournament, Newry. In perfect weather, 90 men and 14 ladies competed for the many trophies offered. The course was in excellent condition. Major trophy winners were : " A " grade V.R.I. championship and handicap—A. Cron (Moe) ; " B " Grade V.R.I. championship and handicap—B. Cullen (Traralgon) ; " C " Grade V.R.I. championship and handicap—L. Winnett (Melbourne) ; V.R.I. Ladies' championship — Mrs. A. Godsil (Warragul).

On Sunday August 16 the V.R.I. Wimmera Golf Club held its annual tournamant at Dimboola when 90 competitors from all parts of the State participated. The 1964 Wimmera Championship was won by K. Hoffman, of Dimboola ; the " A " grade handicap by A. Hoffman (Melbourne) and the " B " grade by N. Haby (Dimboola. The Ladies' Championship also went to a Dimboola player, Mrs. B. Thomas. Again the weather was perfect.

Closer to home, the V.R.I. Golf Club organised a visit to Kyneton on Sunday, August 9. The weather was shocking, but in spite of the conditions quite a few members made the trip and, although the course was partly covered in snow, had an enjoyable day. The trophy was won by our Assistant General Secretary, Ron Baggott, who—I have heard—has put in many years of practice to win this event.

Worth Quoting

I believe I've found the missing link between animal and civilized man. It is us.

Dr. Konrad Lorens

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VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER

VR

1964

THE MONTH'S REVIEW

Rise in fares and freights

AS announced by the Government last month, general increases, operative from September 27, have been made in fares and freights. There was a rise of 10% for freight, 20% for parcels and country fares, and about 22½% for suburban fares.

While the last general fare and freight increase was made over four years ago, general merchandise contract rates for traders (which influence country living costs) had not risen since June 1, 1953.

The rises were made to enable the Department to meet greatly increased costs of operation which, including the recent basic wage increase, have gone up by £6½ million per annum since the last general fare and freight increases. In addition, there will be charges of £1,570,000 for interest and sinking fund payments on loan expenditure incurred since July, 1, 1960. These debt charges have been met by the Treasury since that date, but from the beginning of this financial year they will be charged against our Department.

The rate of 1/– for a 1 lb. parcel has not been changed, but increases for other parcels rates have been adjusted to the nearest 6d. in preparation for the introduction of decimal currency. Where practicable, fares also have been suitably rounded to facilitate conversion.

Public transport in poverty

. . . . IT is an unfortunate characteristic of our affluent society that so many citizens who are prepared to pay dearly for their private pleasures expect essential public services to be provided on the cheap. Their attitude may be epitomised as " Let's scrimp on the necessities so that we can afford the luxuries." An ever-swelling stream of private motor cars chokes our streets and highways while our public transport system, without which no modern city or State can live, sinks deeper into neglect.

The root of the trouble with the railways and, to a lesser extent, with the tramways, is not that their managements are inefficient or that their workers are lazy. It is that for decades they have been kept in a state of impoverishment by a succession of Governments unable or unwilling to give them the means of providing the service that the public has a right to expect. Shabby stations, antiquated carriages, frequent derailments, infrequent services and poor staff morale are the bitter harvest of years of improvidence.

Three years ago the Government adopted the sound principle that the railways must meet their operating expenses (other than debt charges) from their earnings. This they have managed to do, although most suburban and country passenger services have been provided at below cost. Having absorbed £4,500,000 in increased costs over the past four years and faced with an additional £2 million a year in new cost rises, the railways can clearly no longer pay their way. The tramways are in a similar position.

Higher fares, therefore, are inescapable. Unfortunately, there seems to be no evidence to support the enticing suggestion that lowered fares would attract enough extra passengers to close the revenue gap. Necessary as the higher charges are, train and tram users are entitled to expect that the rises will be accompanied by strenuous efforts to improve services. Yet the sad truth is that much more money will have to be spent, with vision and imagination, before Victorians can hope for a public transport system of which they can be proud. (*Extract from " Age " editorial*)

How many valves ?

READERS who can recall the days when radio sets croaked out their news—and what passed for music—with only three valves, may be interested to know that the standard gauge Centralized Traffic Control system uses 9,300 transistors. (For comparison, the T.V. set can bore you with only 18 valves.)

Film for fans

AMONG the films available from Rail Recording and Film Services is " 500 ". It is described as " the last run of 4–8–4 No. 500, last of the 500B class of the South Australian Railways' broad gauge. Filmed in Mile End Depot, from Adelaide station to the Barossa Valley, and the 1 in 40 Penrice Quarry private line. Silent 16 f.p.s. 8 mm. B and W, 100 ft." Price is £3.10.0 posted, from P.O. Box 95, Rydalmere, N.S.W.

Rail helps motorists

" THE strain of driving on such a road (the Hume Highway) is immense as the road transports on the interstate haul are a menace to every motorist . . . . From an enjoyable 12-hour drive the trip has assumed almost nightmare proportions . . " (from a letter in *The Age* ; see August *News Letter* p. 115).

Motorists complain about semi-trailers on interstate highways, but how many of them realize the large amount of traffic that the rail carries and so keeps off the road.

From Sydney to Melbourne, as much as 5,000 tons of freight has been railed in one day. To move this quantity by road would require about 400 semi-trailers.

Thus, in one direction only—if the trailers were evenly spaced out—there would be one about every mile. And the motorist would meet a similar number travelling in the opposite direction. This, of course, would be in addition to the heavy traffic already using the highway.

So, as any motorist can readily see—freight on the rail gives him freedom on the road.

Worth Quoting

PERSONALLY, I never drive a car in town unless I am forced to. The constant strain, the time wasted in looking for parking spaces make it not worth while, to me at any rate. I don't even like being driven in much of it—from Sydney airport to the city, for instance, or round among the trucks and timber jinkers of Port Melbourne. (*Clive Turnbull in The Australian Traveller*)

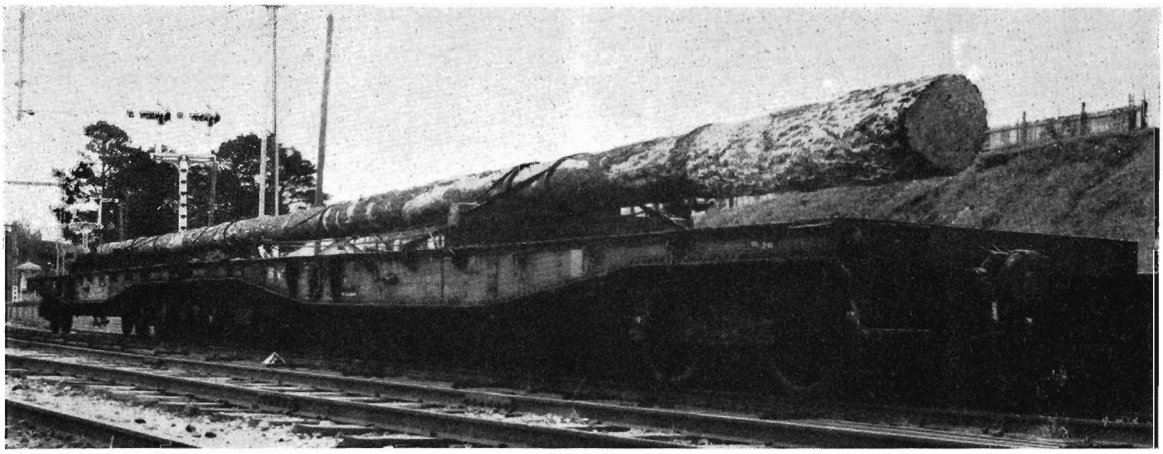
HOW can (level crossing) tragedies by avoided ? With seven out of every ten smashes occurring at crossings with mechanical warning devices or barriers, or both, it is obvious that the onus is on us to make sure we miss the train. (*Gil Wain in the Nhill " Free Press "*)

FRONT COVER

Railway girls (*from left*) Vivien Busacca, Margaret Hardiman and Delysia Sexton are busy preparing a batch of identity discs for distribution at the V.R. Exhibit in the Royal Show. (See story on opposite page.)

SIGNALS FOR SAFETY

EMPHASIS in this year's Departmental exhibit in the Royal Show was on the part played by signals in ensuring the safety of trains.



This 94 ft. softwood pole for the tree climbers was brought from Adelaide by rail to the Showgrounds. It is on two Q wagons equipped with swivel bolsters. A hardwood pole was also hauled by rail—from Traralgon. A model of the wagons and pole was running on the miniature railway in the Department's Royal Show exhibit.

This was demonstrated by a model consisting of a section of single line track over which a model T class diesel locomotive, built 1/48th size, continually moved up and down. The track was equipped with automatic two-way signalling. As the little locomotive moved, all the signals facing the opposite way showed the red *stop* light ; and as it passed a green *go* signal, the light immediately turned red. The small signals were actually operated by full size relays and other equipment.

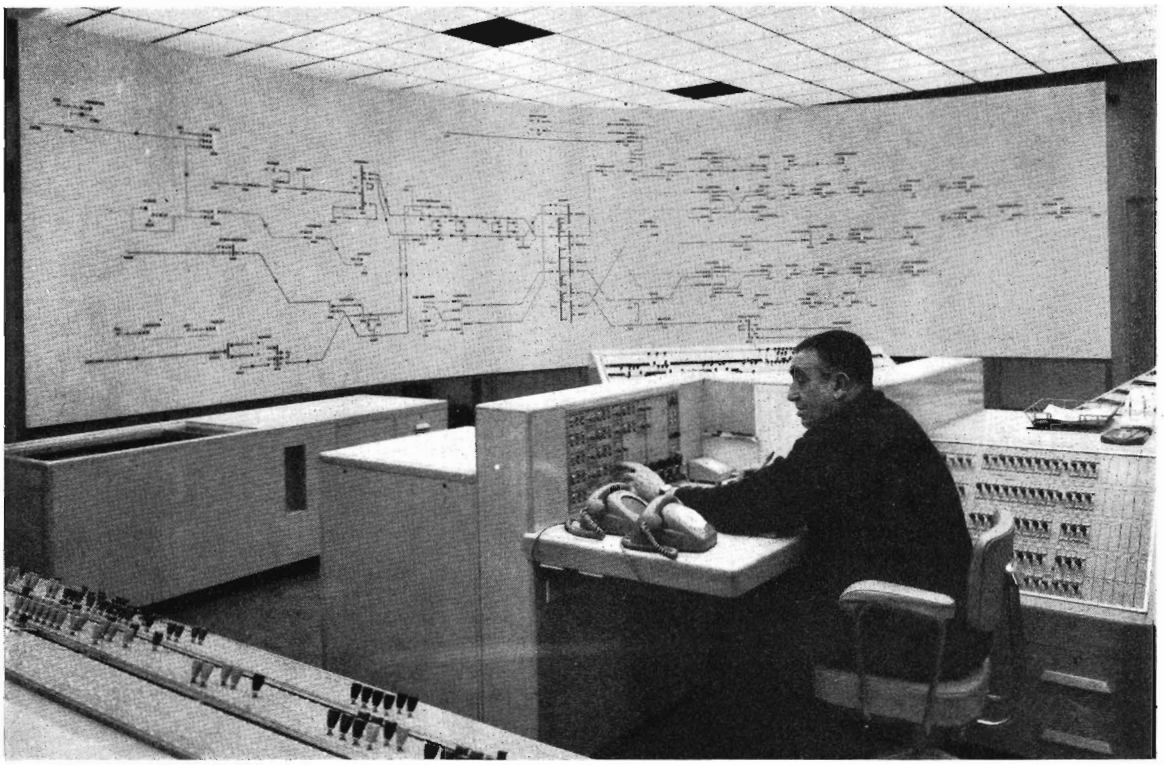
Linked to two of the model signals were full size signals, one of them cut away to show the interior mechanism. As the model signals operated, so did the full size ones. Visitors could then see how moving discs control the colour of the light from the signals.

New scenery has been provided for the popular model railway that really packs the crowd in. And, for the first time, the miniature trains included *The Gippslander.*

The free identity discs for children were again on issue, as a service to parents and others accompanying children. Additional information was added for this year's disc that made it even more useful. And, of course, there was the rail advisory bureau and a wide variety of take-away literature.

How does it work ? Fascinated by the way the signals change as the T class model moves over the track, the small boy in front has momentarily forgotten his bow and arrow and other treasures.

IT'S A QUIET ROOM



The new Power Operations Room showing the diagram panel for the signals power supply. At desk is Electrical Operator A. Cadman.

YOU realize this as soon as you enter the new Power Operations Room that was put into commission last month by the Electrical Engineering Branch. The escorting engineer points out that the operator has absolute priority over all conversation in the Room. He must have no distractions. This means—when *he* talks over the 'phone, *you* stop talking. Some of the switching and button pressing involves the safety of others.

The function of the Power Operations Room or—as it is called—the P.O. Room, is to control power supplies for the suburban electric trains, signals, boom gates, etc., and also for industrial purposes at certain localities.

Electrical Operator W. McNamara using one of the direct lines to sub-stations and tie stations.

The new Room is adjacent to the old one in the Overhead Depot at Batman Avenue.

Every care has been taken to ensure quietness . . . . sound-absorbing material is in the roof . . . . . the interior floor and walls rest on rubber . . . . . doors and windows are double glazed, and there is even an acoustic baffle in the air-conditioning ducts.

The replacement, over the years, of a small number of large, manually operated sub-stations by a large number of small automatic ones, and the installation of numerous high voltage feeders, called for larger diagram panels and extra space to house the complex supervisory equipment. As there was not sufficient space available in the old Room, a new and larger one has been built.

At present, the two Rooms are operating in conjunction, as installation of the equipment in the new Room will not be completed for some months. The change-over, from old to new Room, has been carefully planned by engineers of the Electrical Engineering Branch because there must be no interruption in supervisory control of the electrical

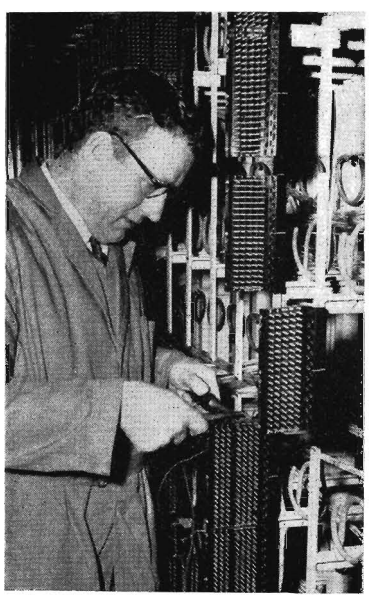
systems supplying power to trains and signals.

The Room is dominated by three huge diagram panels representing the entire electrical supply and distribution system in the suburban area. One panel represents the 22,000 volt supply coming from the State Electricity Commission ; another shows the 1,500 volt D.C. system for the trains ; and the third shows the 2,200 volt supply that feeds the signal system. Lights of different colours reveal the condition of the circuits—whether they are alive, whether circuit breakers are open or closed, or switches on or off, and other information. The small globes for these lights, incidentally, are of a type with special filaments, carefully designed to ensure that they will always function.

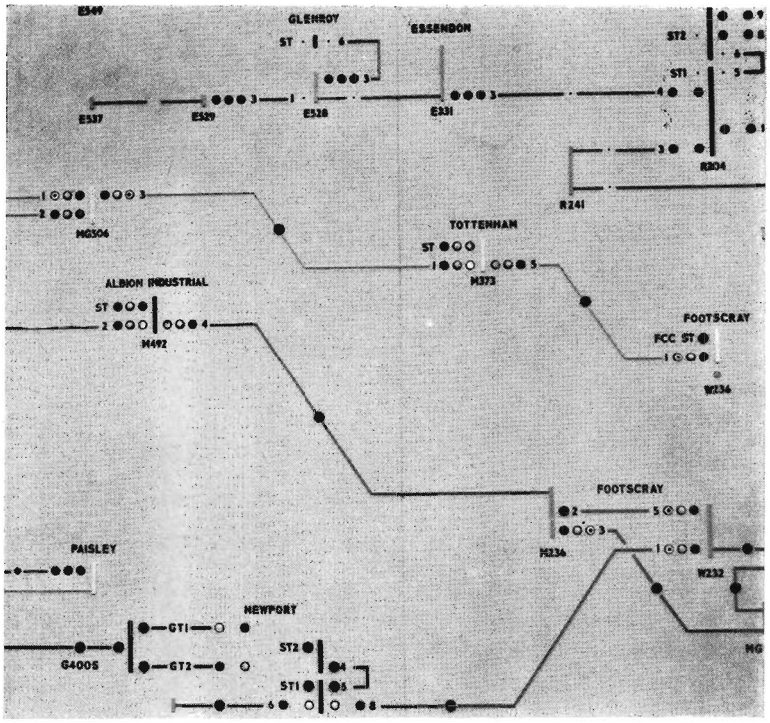
You can say that the diagram panels give a bird's-eye view of the state of the suburban electric system.

High voltage supply from the State Electricity Commission is taken into the V.R. suburban system at a number of points around the area for distribution to the sub-stations. At the sub-stations, rectifier equipment converts the electricity to direct current suitable for use by trains ; and transformers cut down the voltage for the signal system.

The overhead wiring used for traction in the suburban system is divided into sections, each protected by high-speed circuit breakers situated at 70 locations. These circuit breakers, which operate automatically to cut off power in the event of overload or fault, are under the control of the P.O. Engineer. They can be opened or closed by an operator, who can control a circuit breaker even as far as Upwey, 26 miles away, as easily as you switch off the domestic light.



Installation of equipment for the new P.O. Room is still proceeding. Leading Hand Automatic Sub-station Electrician E. McConville is shown making one of the half million or more connexions on the 35 ft.-long wiring frame that was manufactured by Bendigo Workshops.



A section of the diagram on panel showing signals power supply.

The automatic equipment at each location is like a *listening post*, keeping constant vigil over the switches, circuit breakers, traction rectifiers, etc., that it operates. In the event of a change occurring in any of them, the supervisory equipment automatically calls the attention of the operator by giving an alarm and changing the lights on the diagram panel. The operator can then take whatever action is warranted.

Routine operation

Switching equipment into and out of service to ensure continuity of supply and to suit the varied power requirements, forms the major part of the operator's normal duty.

Openings of section circuit breakers due to faults on trains (sometimes even the electrocution of an inquisitive possum) are regular occurrences. The operator can often restore power to the section while the train is still moving.

Crises

The Room has its moments of crisis. Recently, when the State Electricity Commission had an extensive power failure, most of the steadily glowing red lights suddenly changed to flashing green as circuit breakers opened. Not very dramatic perhaps, but trains all over the suburban area slowed to a halt. In such an emergency, the operator restores power to the trains immediately the various S.E.C. supplies are re-established.

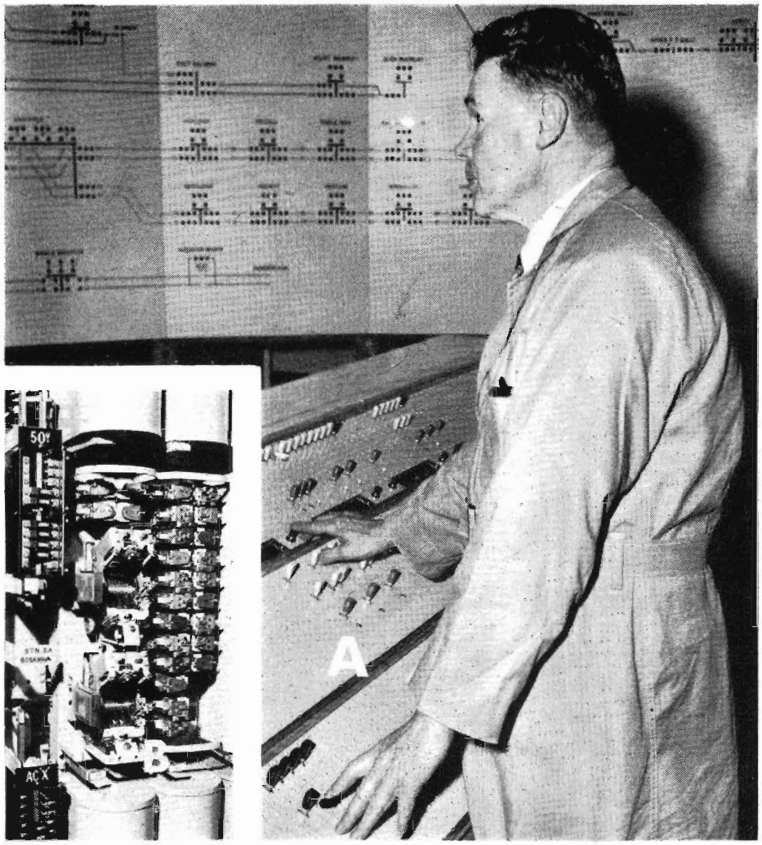
No wrong numbers

The P.O. Room operates in a similar manner—and with similar mechanism—to an automatic telephone exchange, with the exception that it is impossible to get a " wrong number ". To close or open a circuit breaker at a particular location the operator selects it by pressing the appropriate key. The supervisory equipment then automatically dials the number. But, here's the difference ; the circuit breaker acknowledges its selection by sending back to the Room electrical impulses that cause the appropriate light on the diagram panel to light up. Unless this sequence is correctly completed, operation of the breaker is not possible.

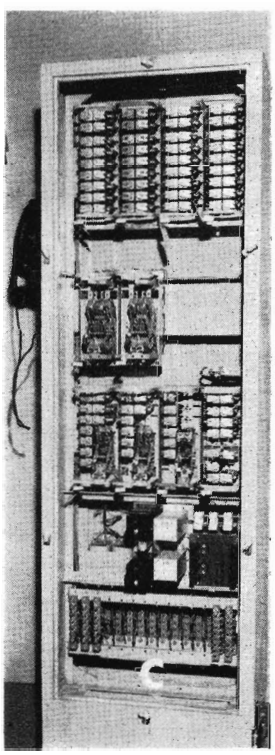
But—the shrewd reader might ask—what if a power failure puts out the indicator lights on the panels ? Well, that's been looked after. The supply for the supervisory equipment and the vital little globes is ensured by power from a stand-by generator that takes over in the event of loss of the normal supply.

SEQUENCE OF A POWER OPERATION

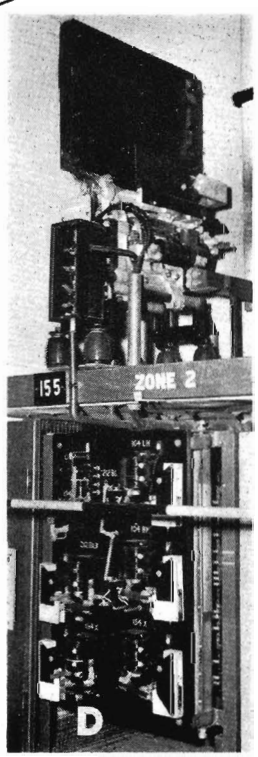
IN a typical operation where, for example, it is required to close a circuit breaker at a particular sub-station and so restore power to a section, the operator, who is under the direction of the Power Operation Engineer, presses a switch (A) that causes mechanism (B) in the adjacent room to transmit coded impulses to supervisory equipment (C) in the sub-station. This equipment acknowledges its selection by returning an impulse to the Power Operations Room, thus verifying that the correct switch has been selected. This enables the operator to press the button that finally closes the circuit breaker (D) and makes power available to train (E).



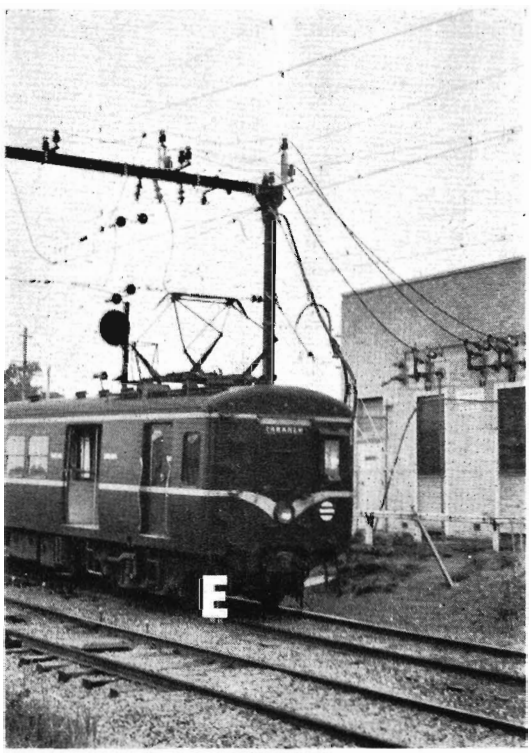
(Right) **Operator in P.O. Room and a section of mechanism in the adjacent room.**



Cabinet (at sub-station) containing supervisory equipment.



Circuit breaker (at sub-station).



Train passing sub-station at Mt. Waverley.

RISES MEAN BIG PRINTING JOB

ALTERATIONS to fares or freights always mean a big job for the Department's printing works. When news of the rises was received on this occasion, quite a lot of the printing that is normally done at this time of the year had been completed. These are jobs such as the thousands of pieces of literature required for the railway exhibit at the Royal Show, public and working time-tables etc. Spring is always a busy time for the V. R. Printing Works.

The rises meant that a lot of this work had to be done again—to a very tight schedule. Show Day was fast approaching, and an issue of the public country time-table due out on November 1.

On top of this there were the 64-page Passenger Fares and Goods Rates Books, 2,500 and 3,000 copies respectively ; the Intersystem Fares Book—another 2,500 copies ; daily and sundry services tickets ; bus tickets ; bicycle and storage checks ; stationery and ledgers showing fares and freights ; and miscellaneous items such as the large posters showing fares and train services that are displayed at certain stations.

Another little item was the ticket printing machine at Spencer Street station. This machine not only prints tickets but also makes accounting records on which the fares are printed. After examination, it was found that, by switching the plates that print fares, only half of the plates needed replacing. For example, the plate showing a fare of, say, 23/9 that had been increased and therefore did not apply to the original station, could be used for another station.

The burden of all this printing for the fare changes was considerably lightened by the use of electric typewriters. After the material was typed, it was photographed down to size, and plates made from it for offset printing. The Duplicating Bureau at Head Office also had to cope with a large amount of extra work.

All in all, it was a herculean job . . . . . but they got it through.

UNITIZED TRAINS ON STANDARD GAUGE

SOME recent train loads of steel pipes showed the development of unitized trains on the standard gauge line. On August 31, a complete train load of steel pipes (709 tons) arrived at Dynon from Newcastle. Just four days after, came another train load of 710 tons—making nearly 1400 tons of steel pipes carried in two trains for the the same consignee.

ART GOES BY TRAIN

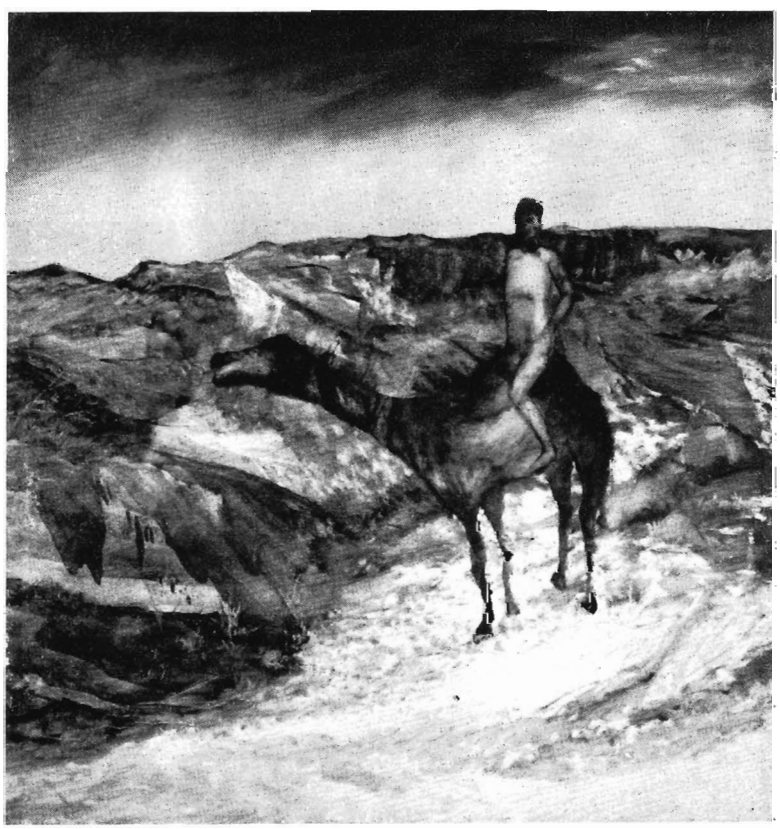
THE railways have been chosen to take a valuable collection of landscape paintings on its Victorian tour. Known as the Viscount collection, the paintings were commissioned from leading modern Australian landscape artists by Godfrey Phillips International Pty. Ltd., Melbourne cigarette and tobacco manufacturers.

The works, intended to represent the Australian scene, consist of seven paintings—by Arthur Boyd, Russell Drysdale, Sidney Nolan, John Olsen, Albert Tucker, James Wigley and Fred Williams.

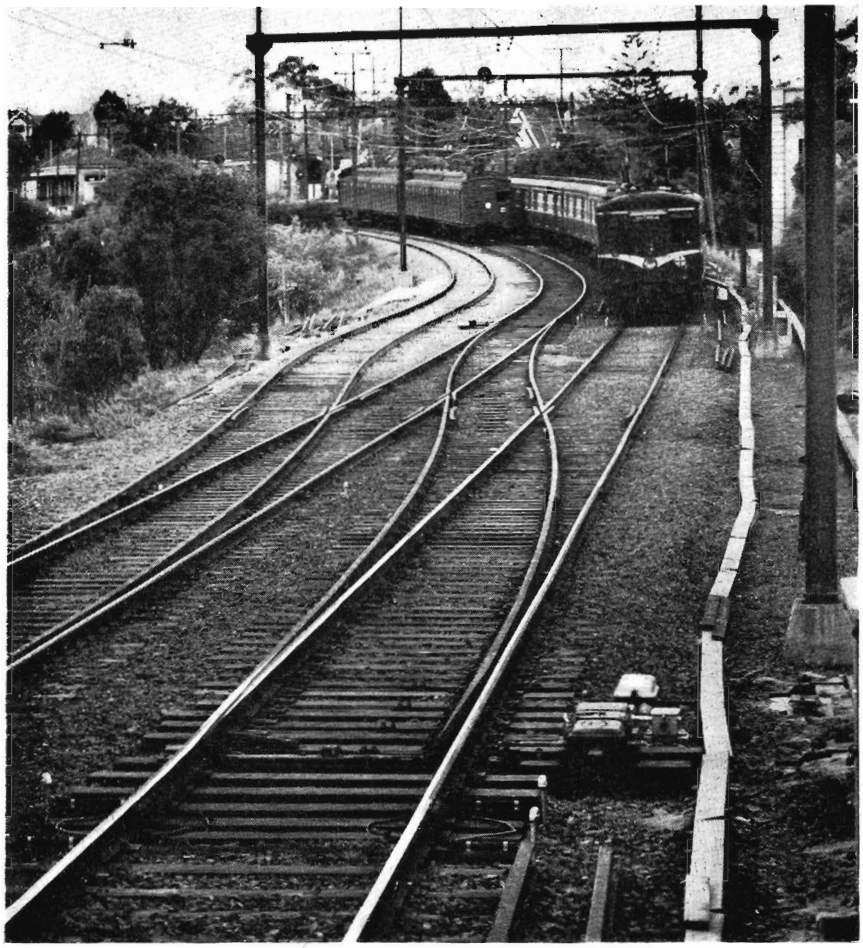
The collection has concluded a seven month Australia-wide tour of main centres in the other States.

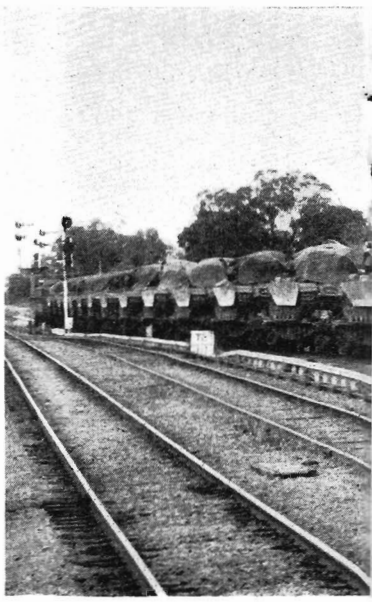
Last month, the Victorian tour began. For this, a special schedule was prepared by railway staff to ensure that the paintings arrived at each town on time for the exhibition.

They have already been displayed at Mildura, Hamilton and Ballarat and the schedule provides for exhibitions at Bendigo, Castlemaine and—the concluding one—at Geelong in December.



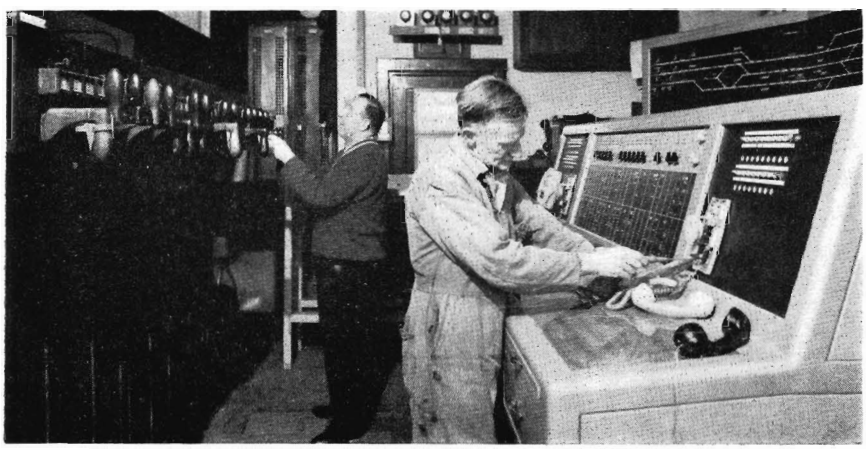
Sidney Nolan's painting of *Burke : Burke and Wills Expedition* uses the figure of Burke, naked on a camel, to symbolise man's struggle to conquer the Australian landscape. But Nolan knows that Burke was an over-confident, headstrong man lacking any real knowledge of the bush, and that his own weaknesses led to his failure and death. Perhaps Nolan is also symbolising the *Man of Action*, who acts without forethought and courts disaster.



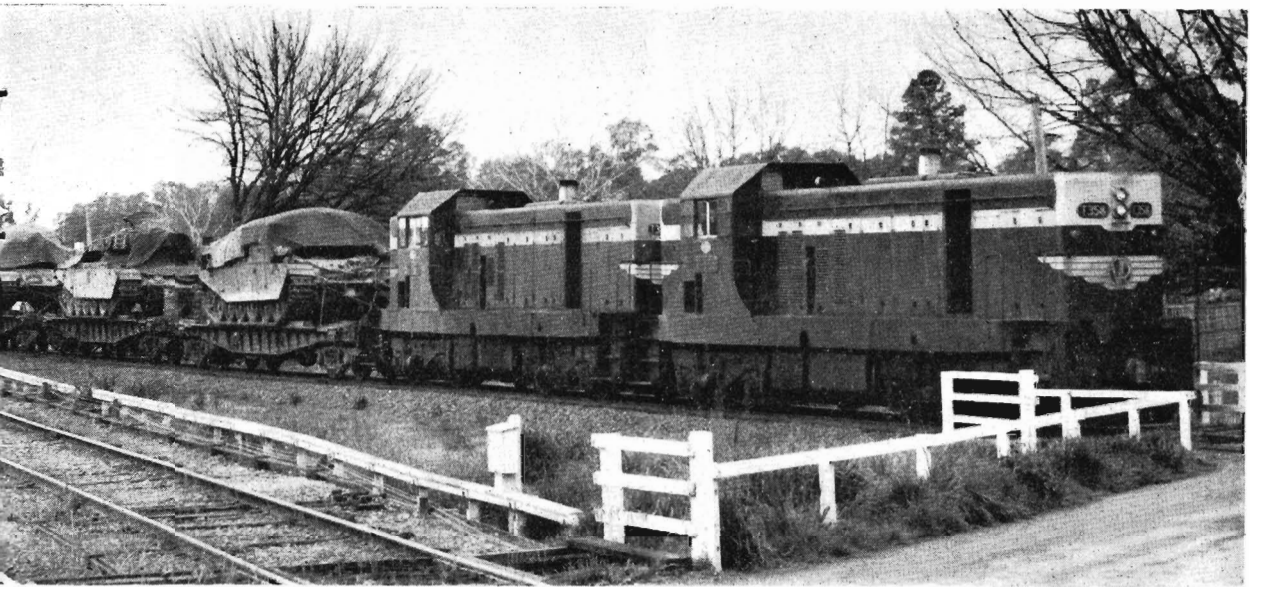


AROUND T

CAMBERWELL THIRD TRACK PROGRESS : Towards the end of this month, the third track between Camberwell and East Camberwell will be brought into service. This picture (looking towards city) shows the junction of the double line with the three tracks at East Camberwell. A feature of the points is that they are of such length that trains can cross at higher than regular speeds. The centre track, which extends to Hawthorn, is signalled for two way running.



In the Camberwell signal box, the new scheme, with its enlarged track layout, necessitated replacing the old electro-mechanical interlocking machine with a new route type, push-button console. Picture shows an electrical mechanic installing the new console (*right*). The old machine (*left*) was installed forty years ago.



TRAIN TAKES TANKS : A special train last month brought to Seymour sixteen 48-ton Centurion tanks that had been engaged in Army exercises in Queensland. The train is shown about to pass over the Violet Town level crossing.
▼At Seymour, the tanks are about to be driven on to a temporary unloading ramp.

THE SYSTEM

◀INDUSTRIAL SAFETY : In the Departmental display at Monash University for the recent Victorian Industrial Safety Convention, V.R. Safety Guidance Officer C. F. Hall shows slides to some of the 3,000 delegates who attended.

FIRST AID FINALS

The winning team, Ballarat Traffic No. 1, carry out the patient in the Improvised Material event. At right is Timekeeper N. Edgar and *(centre)* the Adjudicator, Dr. E. R. G. Shiel.

Numurkah team in the Transportation event.

The Novice Improvised Material event, Sunshine No. 1 Team competing. At left is the Adjudicator, Dr D. Brownbill.

IN warm spring sunshine, the annual first aid finals were held at Mt. Evelyn on September 2 and 3. Messrs. D. J. Kinnane, R. C. Lunnon, G. Storey, A. Phillips and N. L. Deveson (Ballarat Traffic No. 1 Team) and H. P. Isaac (Ararat) won the top awards and will represent Victoria at the Australian championships to be held next month at Adelaide.

The novice events went to the Bairnsdale team and Mr. G. Storey (Individual Event). This was the first win for Bairnsdale—a team that was formed only a few years ago. Another novice team that has only recently begun competing—Spotswood P.W.M.D.—reached the finals this year. In the Senior Individual Event, it was Mr. Isaac's fourth win.

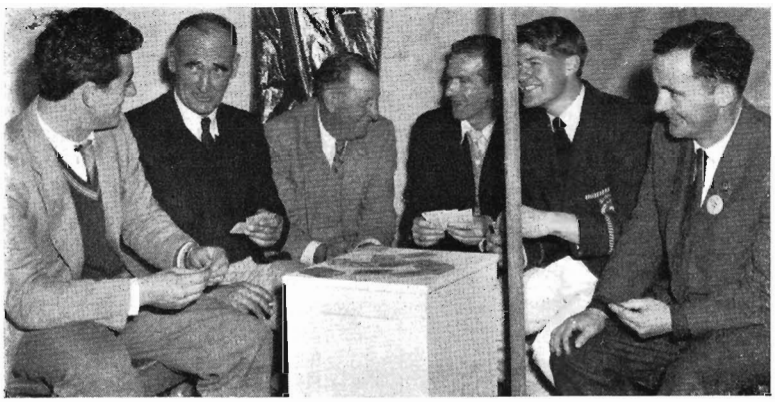
As usual, the Ambulance Division had exercised considerable ingenuity in staging the events. A farmer suffering from weed-killer poisoning ; a milkman who had fallen while jumping a fence ; and a sick bachelor who had burnt himself and then had a heart attack were among the " accidents " that tested the skill of competitors.

The adjudicators were Mr. Douglas Donald and Doctors E. R. G. Shiel, Hugh Johnston, J. H. Gowland, A. Burton, D. Brownbill and V. C. Dyring.

Among the interested spectators were army officers from the 6th Field Ambulance which, at the time, was organizing its own first aid competitions. As well as senior V.R. officers, the visitors included representatives of the State Electricity Commission and Victorian Civil Ambulance.

The dinner to competitors was attended by the Chairman of Commissioners, Mr. E. H. Brownbill, adjudicators, heads of branches, and visitors. Mr. A. C. Stockley (Chief Electrical Engineer) was chairman, and the awards were announced and presented by Mr. Brownbill. The toast to the winning teams and individuals was proposed by Mr. R. M. Wright (Member, Staff Board) and to the adjudicators by Mr. F. Orchard (Comptroller of Stores). Responses were made by Messrs. D. J. Kinnane, H. P. Isaac and Dr. J. H. Gowland.

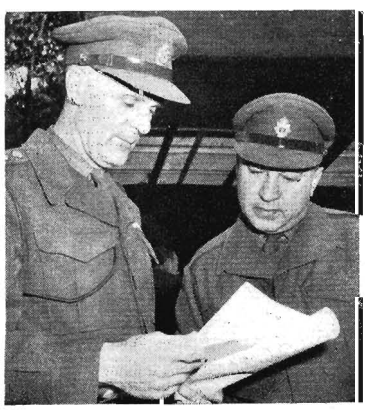
Bendigo North Workshops No. 5 team in the Novice Supplied Material event. At right, is the Adjudicator Dr. A. Burton, and (*left*) Timekeeper A. J. Smith.



Ouyen team relaxes between events. (*From left*) Messrs. J. L. Patterson, A. O. Barrett, W. Wouda, K. Wyllie, E. K. Cook. At right is Team Steward J. Orchard (from Bairnsdale).

In the luncheon marquee, Miss Vera Price (a hostess on standard gauge trains) prepares tables for the influx of diners.

Flowers are arranged by Miss Mavis Peach who is also one of the Refreshment Services staff on the s.g. trains.



Captain R. G. Crook (*left*) and Warrant Officer B. Sacristani were visitors from 6th Field Ambulance.

RESULTS

SENIOR TEAMS

	Marks
Ballarat Traffic No. 1	436½
Bendigo Nth. Workshops No. 1	420
South Dynon Diesel Loco No. 3	382
Ballarat Nth. Workshops No. 1	—
Ouyen	—

NOVICE TEAMS

Bairnsdale	397
Sunshine No. 1	387
Bendigo Nth. Workshops No. 5	382
Numurkah	—
Spotswood P.W.M.D. No. 2	—
Dimboola	—
Newport Workshops No. 1	—

SENIOR INDIVIDUAL

		Marks
H. P. Isaac	Ararat	124
R. W. Clark	Sth. Dynon Loco	105
G. Storey	Ballarat Nth. W'shops	103
R. C. Graham	Bendigo Nth. W'shops	—

NOVICE INDIVIDUAL

G. Storey	Ballarat Nth. W'shops	93
K. F. Trengove	Bendigo Nth. W'shops	87
H. van Ginkel	Way & Works Branch	86
H. Latimer	Sth. Dynon Diesel Loco	—
T. L. Mobbs	Spotswood P.W.M.D.	—
K. J. Brophy	Sth. Dynon Diesel Loco	—
A. Farrugia	Spotswood P.W.M.D.	—

HOW GOOD IS V.R. TECHNICAL COLLEGE?

RECENTLY the Education Department's Board of Inspection made a report on the Victorian Railways Technical College. Extracts from the report are published below.

BUILDINGS AND GROUNDS

The buildings are well cleaned and well maintained, both within and without, it being a real pleasure to find apprentices actively co-operating in the care of furniture and equipment and in proper disposal of litter.

The building of a new bookstall will enable the provision of more storage room for various types of equipment and cleaning material, while the approved extensions will make necessary provision for a new classroom, larger staff-room and Apprentice Supervisor room, as well as for a more fitting office for the Principal.

The Railway authorities are to be congratulated on their forward policies in the matter of accommodation and general developments.

EXAMINATIONS

It is interesting to observe that of the 298 apprentices attending the College in 1963, approximately 30% gained Credit Pass and 45% gained Ordinary Pass.

These results are most encouraging.

ORGANIZATION AND SUPERVISION

The school gives the impression of being efficiently organized and very well supervised.

The Principal's excellent report shows evidence of careful thinking and analysis, a clear perception of the needs of the institution, and a readiness to act on initiative where the need for progress or reform becomes apparent.

Courses have quickly been realigned to meet new diploma prerequisites, while approved practical work is being recommended for certain trades.

The decision to insist on apprentices passing all subjects before becoming eligible for a College Certificate should certainly raise the status of that award.

Teachers were well prepared to go before their classes, there was a pleasing relationship between instructors and apprentices, and the lads evinced a very good attitude towards their studies. Books and equipment were being sensibly used, cyclostyled material being relevant and effective. Due use is being made of visual education methods.

The present steps being taken to establish a library are applauded ; ultimately instructors in all subjects should give consideration to the incorporation of library research in their teaching programmes.

Leaving Technical Certificate classes were being well taught and responding suitably to the challenge of the work. As more science equipment becomes available the course in Leaving Physics will gain in value and effectiveness.

GENERAL

The tone of the school is wholesome and the spirit healthy. Generally there is an air of progress and purpose, a reflection of good staff co-operation and unity of aim.

The School Council maintains a liberal and progressive outlook on the needs of the apprentices and an active interest in the development of the College. Some significant advances are being made and it would appear that sincere thought is given to the provision of every possible opportunity to interested boys. The report on " Manual Training within the Victorian Railways ", irrespective of its adoption or otherwise, is further evidence of the earnestness with which problems are being considered. It will be interesting, indeed, to watch developments.

PRINCIPAL'S OPINION

MR. H. SLINGER, Principal of the V.R. Technical College has had 28 years of experience in apprenticeship training during which he has had close contacts with all Victorian industrial organizations that provide apprentice training. He is also conversant with such schemes in other States, in England, and several other overseas countries. Asked for his opinion of V.R. apprentice training, Mr. Slinger contributed the following article.

In my experience I have not found better opportunities offered to trade apprentices than those which exist in the Victorian Railways Department. Here are some of the advantages our apprentices have :

COLLEGE FACILITIES

Apprentices in trades where large numbers are concerned receive all their training at our own College and Manual Training Centres situated in the Newport Workshops area. The College is modern, well-equipped, and staffed by fully qualified teachers from the Education Department.

The great advantages of this set-up are that teachers have a means of obtaining very close supervision of apprentices, that time is not lost travelling to outside schools, that a better relationship between teacher and student can be obtained, and that a greater opportunity exists to foster the team spirit which is so important in an organization such as ours. The proximity of the College to most workshop areas makes it possible to arrange timetables that are not so exhausting as those which have to be used in outside schools.

This type of College is, to my knowledge, the only one of its kind in Victoria, and one of the few in the world.

(Victorian Railways apprentices who are situated in the country workshops, and metropolitan apprentices in trades where small groups are concerned, attend outside schools and colleges).

SCHOOLING OPPORTUNITIES

Apprentices are carefully graded on intake and given courses which suit their abilities. By this means it is possible for the apprentice to

qualify for a Diploma or Certificate through scholarships which are awarded each year. Those who may not be successful in gaining a scholarship will at least be trained to the standard of Leaving Technical Certificate in addition to their normal qualifications. This applies equally well to apprentices at Ballarat North and Bendigo North.

An important point to note is that apprentices who left day school before gaining an Intermediate or higher certificate are not excluded from this course provided they show aptitude in their course at the V.R.T.C.

Apprentices in trades which normally do not lead to Diplomas and who attend outside schools may study Technician courses as applied to their chosen trade.

The trade and special courses are designed to be completed in three years as compared with four years for apprentices in other organizations. This gives our apprentice the advantage that in his fourth and fifth years he has time available to improve his qualifications if so desired. In certain cases tuition fees are paid by this Department.

A comparison of schooling and specialized manual training hours for Victorian Railway apprentices and apprentices in most outside firms shows the following :

Victorian Railways	*Most Outside Firms*
1st yr.– up to 40 hrs. weekly	8 hrs. weekly
2nd yr.– up to 19 hrs. „	8 „ „ „
3rd yr.– up to 15 hrs. „	4 „ „ „
4th yr.–	4 „ „ „
Total 74	24

This arrangement of schooling compares very favourably with the Royal Aircraft Establishment at Farnborough, England, where their intake for 1962–63 was 15 for diploma and degree training, 23 for advanced trade training and 83 for ordinary trade.

The Victorian Railway intake for 1964 was 13 for diploma training 19 for advanced trade training and 173 for ordinary trade.

The Victorian Railways and R.A.E. are the only two organizations, to my knowledge, which conduct training for apprentices along these lines.

MANUAL TRAINING

Several manual training centres have been set up at Newport, where most apprentices are taught the rudiments of their trade. The apprentice spends the whole of his first year between the training centre and the College while the three trades with most apprentices are to be given manual training also in their second and third years. These centres also help to develop a good team spirit and a correct attitude towards other people.

INCENTIVES FOR AN APPRENTICE

- The opportunity to obtain the best qualifications according to his ability.
- Proficiency Allowances which are up to 2·4 times higher than the Apprenticeship Commission Allowance.
- Commissioners' prizes to the value of about £500 per year.
- Concession fares and passes.

Since my appointment to the position of Principal, I have been more and more impressed with the training our apprentices receive, and also with the progressive attitude of our Commissioners, Staff Board, and Advisory Committee, which has made Victorian Railways trained tradesmen held in such high regard throughout Australia.

£7¾ MILLION FOR WORKS

THE Department has been allocated £7¾ million for the current works programme. This will provide for further improvements to suburban lines, more *Harris Trains*, diesel locomotives and rolling stock, installation of more boom barriers and flashing lights, and the replacement of certain level crossings by grade separation.

Money for advance planning for the proposed city underground railway will again be increased by £5,000 to £35,000, while another £10,000 will be available for preliminary rail works to provide connexions to the underground railway.

Money will also be available to finish new railway stations at Gowrie and Epping, and for improved lighting in country carriages and heating rail motors.

Principal features of the programme are :—

- £490,000 for major improvement works on the Burnley group of lines. This will allow completion of the third track, signalled for two-way running, between Hawthorn and East Camberwell ; completion of the final section of duplication between Syndal and Glen Waverley, and further progress on the building of two additional tracks between Richmond and Burnley.
- £260,000 to start the first stage of re-constructing the Melbourne freight and passenger yard.
- £140,000 for work on the new Spencer Street station, to complete the public car park, southern passenger entrance ramp, and the greater part of the passenger and parcels subway systems.
- £130,000 for duplication work on the Geelong line—completing the section between Rock Loop and Laverton and starting preliminary work between Newport South Junction and Rock Loop.
- £120,000 to improve terminal facilities in the Dynon area to cope with the continued growth of freight traffic resulting from the Melbourne–Albury—Sydney standard gauge line.
- £18,000 to start preliminary work for automatic signalling between Essendon and Broadmeadows.
- £225,000 as this Department's share of the cost of grade separation work at level crossings.

For track relaying and renewing points and crossings, £1,620,000 will be available. One hundred and thirty-five miles of country lines and 5 miles of suburban lines will be relaid, and 55 miles of country lines reconditioned.

Main expenditure on rolling stock will be :

- £1,180,000 towards the second order of 30 modern *Harris Trains*.
- £1,015,000 to buy diesel locomotives already ordered. During the year it is planned to place in service the final 11 of 20 T class 900 h.p. locomotives and the first 17 of 25 Y class 650 h.p units.
- £795,000 for building, in Dementals workshops, rolling stock of various types for both broad and standard gauge traffic.

Saved child's life

Quick thinking by Mr. Laurence Victor Haines enabled him to save the life of a boy at Footscray station last month. He was delivering refreshments when he saw that a small boy, aged about five years, had wandered unnoticed on to the track and a goods train was approaching from the city. Mr. Haines ran across the platform, jumped down and grabbed the boy from the track. As they reached the platform, the train went through. Mr. Haines, shown at work in the Refreshment Services Store at Flinders Street, has been in the Department for 20 years.

Tennis Coach

Suburban Guard L. W. Callick is a tower of strength to many of the young tennis players in the Lilydale district. He devotes much of his leisure time—in an honorary capacity—to coaching them, for which he is well fitted as, for some years, he played for his district in country week tennis. Mr. Callick has been at Lilydale for 29 of his 39 years in the Department.

Film show at V.R.I.

TO conclude this season's V.R.I. lectures, a film evening will be held, entitled *Railways Around the World*. It has been arranged by Mr. K. C. Findlay, of the Public Relations and Betterment Board staff, in conjunction with the State Film Centre, and will be presented in the V.R.I. ballroom, Flinders Street, on Wednesday, October 21, at 8 p.m.

Films to be shown are *Epochmaker, the New Tokaido line* (Japan), *The Case of the Missing Blonde* (Switzerland), *Light Cavalry* (France) *Train of the Mountains* (Australia), *Across the Frontiers* (West Germany) and *Lets Go to Birmingham* (Britain).

The Japanese Railways film will be in Cinemascope, for which the State Film Centre will erect a screen more than 20 ft. wide. Four of the films are being specially flown to Australia for the programme.

At the conclusion, supper will be served. Free rail passes for off duty country railway staff who wish to attend are available from the General Secretary, V.R.I., Flinders Street.

Three generations of Careys

FOR nearly a century there has been a member of the Carey family in the Department. The record goes as far back as June 29, 1876, when Henry Brian Carey joined the V.R. Subsequently he became a guard on the Commissioners' inspection train. In fact, the Carey Car was named after him. He retired in 1920.

His son—Henry Bernard—entered the service in 1891, ultimately becoming a driver and, in 1921, an electric train driver. He retired in 1941, and died only quite recently—in July last. His son Frank, who started with the Department in 1935, is the Divisional Manager, Victorian Branch of the A.F.U.L.E.

A remarkable record . . . . . and the records of it have been carefully kept. Mr. Frank Carey has both the driver's certificate (dated 6.9.1910) issued his father and also the electric train driver's certificate which was issued on 15.8.21.

Debater

MR. Trevor Howe, Accountancy Branch clerk, was a member of the Victorian team that came second in the Australian debating championships held recently in Canberra. Trevor is a debater of long experience ; he is captain of the Adult Association's A grade team and president of the Debaters' Association of Victoria.

Youngest Mayor

RECENTLY elected Mayor of Daylesford, Councillor W. Pilmore is the youngest mayor in the 106 years history of that Borough. In his departmental capacity, Mr. Pilmore is a rail motor driver on the diesel service between Daylesford and Melbourne. He has been a resident of Daylesford for 10 years, is in his fifth year as a councillor, and has been president of the Pre-School Centre committee for six years and the School Committee for two years. Mr. Pilmore started with the Department at Highett in 1942, and, for a time, was at Leongatha and Pinnaroo.

Mr. Pilmore

Communion Breakfast

THE Railways Catholic Scholarship and Memoriam Association will hold its annual Mass and Communion Breakfast on Sunday, November 29, at St. Francis Church, Lonsdale Street. Mass at 9 a.m. will be followed by breakfast at the Myer Cafeteria, opposite St. Francis. Tickets (10/– each) may be obtained from the Association's collectors, its secretary (Mr. P. J. Murphy, tel. 57 4778) and the treasurer (Mr. W. B. Welch, tel. 97 4312).

For ECAFE

MR. S. F. KEANE, Superintendent of Locomotive Maintenance, is leaving this month to attend the Eighth Session of the ECAFE Railway Sub-committee in Bangkok. Mr. Keane and Mr. Vogan, Chief Civil Engineer of the N.S.W.

Railways, will represent Australia at the Session and will also present papers.

Afterwards, Mr. Keane will visit Japan to investigate rolling stock construction.

From Scotland

Assistant Stationmaster G. Dick, of Lilydale, came to the Department from Scotland by way of the Royal Australian Navy. He arrived in Australia in 1949 ; was in the Navy for nine years—as an aircraft mechanic in the Air Arm—and joined the railways shortly after his discharge from the Navy. Prior to his Lilydale appointment, Mr. Dick was at Alamein and Ferntree Gully.

Quiz champ.

TWENTY years ago, Signwriter George Morris of Newport Workshops was astounding radio listeners with his all-round knowledge in the quiz programmes over the national stations. Later he was very successful in Pick-a-Box and also on T.V. Easily the quiz champion of the railways, Mr. Morris must be reckoned among the leaders in Australia. Altogether he has won thousands of pounds worth of prizes and Commonwealth bonds and was, he believes, the first to win over £2,000 in Pick-a-Box. He attributes his success to extensive reading coupled with a very retentive memory. Recently he put down his brushes for the last time and retired from the Department. For many years he has been active in A.N.A. work ; this will now occupy much of his leisure.

Mr. Morris

RECENT RETIREMENTS....

TRAFFIC BRANCH

Trengrove, C. T. G., Clifton Hill
Aaskov, A., Melbourne Goods
Yole, W. T., Flinders Street
Tronerud, E. C., Spencer Street
Burgess, G. P., Head Office
Dillon, W. A., Spencer Street
Ross, F. H., Sandringham
Goodman, S. G., Flinders Street
Wilson, R. A. W., Cheltenham
Fury, T. C., Bunyip
Pollock, G., Stawell
Thomson, H. E., Bendigo
Dow, E. C., Melbourne Goods

WAY AND WORKS BRANCH;

Cahill, J. J., Benalla
Pynn, F. J., Sale
O'Neill, G., Ballarat
Freeman, C. W. M., Benalla;
Harvey, J. I., Flinders Street
Irwin, W. J., Caulfield
Leonard, E. B., Head Office
Kennedy, A., Wangaratta
Marshall, C. J., Caulfield
Toohey, P. J., Seymour
Woods, N. E. A., Wangaratta
Boyd, F. E., Caulfield

ACCOUNTANCY BRANCH

Briggs, W. P., Head Office

ROLLING STOCK BRANCH

Ellis, L., Train Ltg. Depot
Finney, S. A., Newport
Mustapha, S., Newport
Owen, E. F., Jolimont
Edis, A., Jolimont
Garvey, W. T., E.R. Depot
Boyd, J., Newport
Chambers, T. L., Bendigo Loco.
Monks, A. R., Bendigo North
Valli, F., Bendigo Loco.
Baines, C. J. A., Newport;
Shea, R. J., Jolimont
Wishart, A. A., Newport
Landrigan, T. J., South Dynon
Mable, J., Newport
Cox, J. V., Jolimont
Hunt, J. S., Motor Garage
Caruana, P., Jolimont
O'Flaherty, V., Newport
O'Connor, P., Newport
Beach, C. J., Wodonga;

COMMERCIAL BRANCH

Baker, C. H. J., Head Office

REFRESHMENT SERVICES BRANCH

Kirby, C. P., Spencer Street

....AND DEATHS

TRAFFIC BRANCH

Allen, N. C., Geelong
Byrne, T., Flinders Street
Surtees, G. T., Flinders Street
Mackie, E. P., Melbourne Goods

WAY AND WORKS BRANCH;

Forsyth, C. C., North Melbourne
Smith, V. R., Spotswood
Erwin, H. A., Geelong

ROLLING STOCK BRANCH

Thorn, K. A., Newport
Meehan, R. J., Head Office
Skirzynski, A., Ballarat North

Country Golf Week, 1964

A total of 104 golfers (68 country and 36 metropolitan) took part in this year's fixture, again held at the picturesque Rossdale links. The weather was good and the course in pretty fair condition considering the amount of rain that had fallen over the previous few weeks. The players were welcomed by Mr. E. H. Brownbill (Chairman of Commissioners), and Mr. A. W. Geuer (Senior Vice-President, V.R.I.). Centres to enter teams were Geelong (3), Shepparton (2), Ararat, Ballarat, Bendigo, Benalla, Dimboola, Korumburra, Maryborough and Traralgon.

In the semi-finals of the teams championship, Bendigo beat Shepparton 1 and Benalla defeated Maryborough. Bendigo put up a great fight to go on and win the championship as, before the final, they lost the services of their No. 1 player (I. Schadde). In spite of this upset, Len Barlow and his boys (V. White, R. Poulter, A. Jack and J. Coughlin) were able to beat a tenacious Benalla (I. Dawkins, S. Kelly, J. Green, J. Manning and W. Tavendale) 3 games to 2. Congratulations to Bendigo on a fine win, and to Benalla on a great effort in again reaching the final.

The State Railways Championship and the Country Railways Championship were again won by the young Geelong golfer, Alan Clohesy, who returned a 120 off the stick for the 27 holes. The Country Open Championship was won by Tom Brain of Shepparton who also had 120 for the 27 holes, but won the title after a play-off with Alan. The Minor Championship (handicaps 14 and over) was won by another Geelong player, Stan Irvine. Other country trophy winners were K. Cowling (Ararat), S. Climpson (Geelong), and H. Humphrey (Traralgon). Metropolitan players to collect trophies were J. Pentreath, E. Lee, L. Winnett, R. Baggott and J. Markham.

Mr. W. Walker (Secretary for Railways) presented the trophies at a dinner held after the final day's play.

Members of the Victorian team that competed in the inter-system table tennis carnival held recently in Sydney ; *left to right, (back row)* M. Carroll, S. White, G. Lewis, D. Mudford, B. Smart, J. Eldridge, D. Catchpool (asst. manager) ; *(middle row)* J. Carey, R. Harkins, J. Crouch (manager), W. Lawrie (capt.), G. Smith (V.R.I. representative), F. McCloskey (scorer and property steward), G. Roiter ; *(in front)* W. Ernsdoerfer, S. Chan.

Inter-system Table Tennis Carnival

THE Victorian team that competed in the recent Interstate carnival held in Sydney from August 23 to September 1, proved to be the most successful yet to represent this State. For the first time, Victoria finished ahead of the usually strong Queensland team and so captured third place. Results of games played :

Victoria beat South Australia 19 rubbers to 14
Victoria beat Western Australia 30 rubbers to 3
Victoria beaten by New South Wales 6 rubbers to 27
Victoria beaten by Queensland 16 rubbers to 17.

The disappointing game of the series, so far as Victoria was concerned, was their defeat by Queensland. The Vics. held an 11 rubbers to nil lead in the early stages of this match, but in a great fight back, the Banana Benders gradually overtook our boys to win 17 to 16. A victory in this game would have assured our team of second place (and the Glick Shield) in the carnival.

The individual events were a triumph for New South Wales. The Australian Railways Singles Championship was won by Wayne Barry from that State. Wayne is the 1963 Australian Junior Champion and looks like going a long way in Australian table tennis. The doubles final was all New South Wales with M. Hartas and W. Selmes beating W. Barry and C. Chaston. The only event in the carnival that New South Wales did not win was the veteran's title. This went to South Australia when H. Merritt beat G. Flack (N.S.W.)

Country sporting weeks

THE dates for the 1965 V.R.I. country cricket, bowls, golf and tennis Weeks are as follows:

Cricket	March 15–19.
Bowls	April 5–9.
Golf	September 13–16.
Tennis	October 11–15.

Entries close on February 15 for cricket, March 8 (bowls), August 13 (golf) and September 13 (tennis).

Country sportsmen are asked to please keep these dates in mind and are reminded that the competitions are played under first class conditions. Further information can be obtained by contacting me at the Victorian Railways Institute, Flinders Street (auto 1109).

Country Carpet Bowls

THE 1964 Country Carpet Bowls tournament was held in the V.R.I. Ballroom, Flinders Street, on Sunday August 30, when 27 teams (13 women, 14 men) representing Geelong, Ararat, Seymour, Ballarat, Bendigo, Benalla, Maryborough, Korumburra and Lilydale competed for the title of country champions.

The men's final was played between Geelong and Bendigo 3, with Bendigo winning the title 20 to 12. In the Ladies' section, Benalla Gold and Bendigo 1 fought out the final, with Benalla Gold proving too strong over the concluding stages of the match, to win 26 to 16. The consolation events were won by Benalla Blue (Men) and Ballarat (Ladies). At the conclusion of the tournament, trophies were presented by the Senior Vice-President of the Institute, Mr. A. W. Geuer, and the General Secretary, Mr. F. M. Mitchell.

Another Olympic representative

THE third V.R. man selected as a member of the Australian team at the Tokyo Olympics was George Vakakis, popular fourth year apprentice fitter and turner, from the Turnery at Newport Workshops. George was selected to represent Australia in the lightweight division of the weight lifting section of the Games. Congratulations, George on your selection.

Flashback

THIS month I would like to pay tribute to a friend, a sportsman, and a great bloke. I refer to the late Jack Meehan who passed away suddenly last month. Jack, one of the most able and popular figures in the Rolling Stock Branch, was also a very fine athelete. Back in the twenties, he competed against all the top line peds. in the business.

Among his best performances, was a great second in the Bendigo Gift, now the Bendigo Thousand. His many friends grieve his passing. Vale, Jack.

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VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER

VR

1964

Upfield service

EARLY next year, regular passenger services will be extended from Fawkner to Upfield on a trial basis. The date when the service will start depends on the opening of Gowrie station, one mile from Fawkner.

At present, only two return trips are run to Upfield—to take employees of the Ford Motor Company to and from work.

Y class order

AN order has been placed for 25 more Y class diesel-electric locomotives to supplement the 25 of this class already in service. The locomotives will be built by Clyde Engineering Co. Pty. Ltd. of Granville, N.S.W. Value of the order is approximately £1 million.

Delivery of the first of the new batch of Y class diesels is expected in March next year. From then on, five will be delivered each month.

The new locomotives will be fitted with power bogies from swing-door suburban carriages that have been scrapped by the progressive introduction of *Harris Trains*.

By using these bogies, the Department will save £10,000 on each new diesel-electric locomotive.

The 650 h.p. class have proved themselves excellent utility locomotives, and their capacity for multi-operation enable them to haul heavy loads.

They take a number

THE number system installed early this year in the Interstate Booking Office at Spencer Street has proved very successful. Clients take a numbered slip as they enter, and come to the counter when their number is called. In the meantime, they can remain seated. The system saves standing in queues and ensures that clients receive attention in the order of arrival.

Each booking clerk has a microphone and—below the counter—a small box that shows the next number to be called. When a clerk is ready to deal with a client, he calls the number on his microphone and, as the client comes forward, presses a button on the box. This causes the next consecutive number to light-up on all the boxes, as they are electrically connected together.

Two-carriage trains

AN estimated £50,000 annually in operating costs will be saved by running two carriage trains on three suburban lines during certain periods. The lines concerned are Glen Waverley, St. Albans and Fawkner. The smaller trains were introduced on Sunday, November 8, but there was no reduction of train services.

The smaller trains, composed of two sliding door carriages, run after 6.30 p.m. on Mondays to Fridays, after 1 p.m. on Saturdays (Glen Waverley 1.40 p.m.) and all day on Sundays.

Not all trains are of two carriages, however, as passenger and operational requirements could require more carriages.

It is intended to introduce the smaller trains on some other lines at a later date, but this depends on the conversion of certain carriages.

Extensive surveys have been made into the number of passengers using trains, and it is obvious that the existing make-up of trains had too many carriages.

Two-carriage trains have run on the Altona, Port Melbourne, St. Kilda and Alamein lines for many years, but the carriages on those lines are of the older swing door type.

Gaol for train attack

IN sentencing a young man to two years' gaol for assaulting a train passenger with a beer bottle, Judge Vickery, in General Sessions last month said that the anti-social and vicious behaviour of the accused luckily did not cause serious or even fatal wounds. But it demanded a gaol term as a deterrent.

Worth Quoting

THE (U.S.) nation needs a common carrier passenger service, if for no other reason than to provide necessary transportation for those people who cannot be safely certified as competent to drive an automobile. (*Railway Age*)

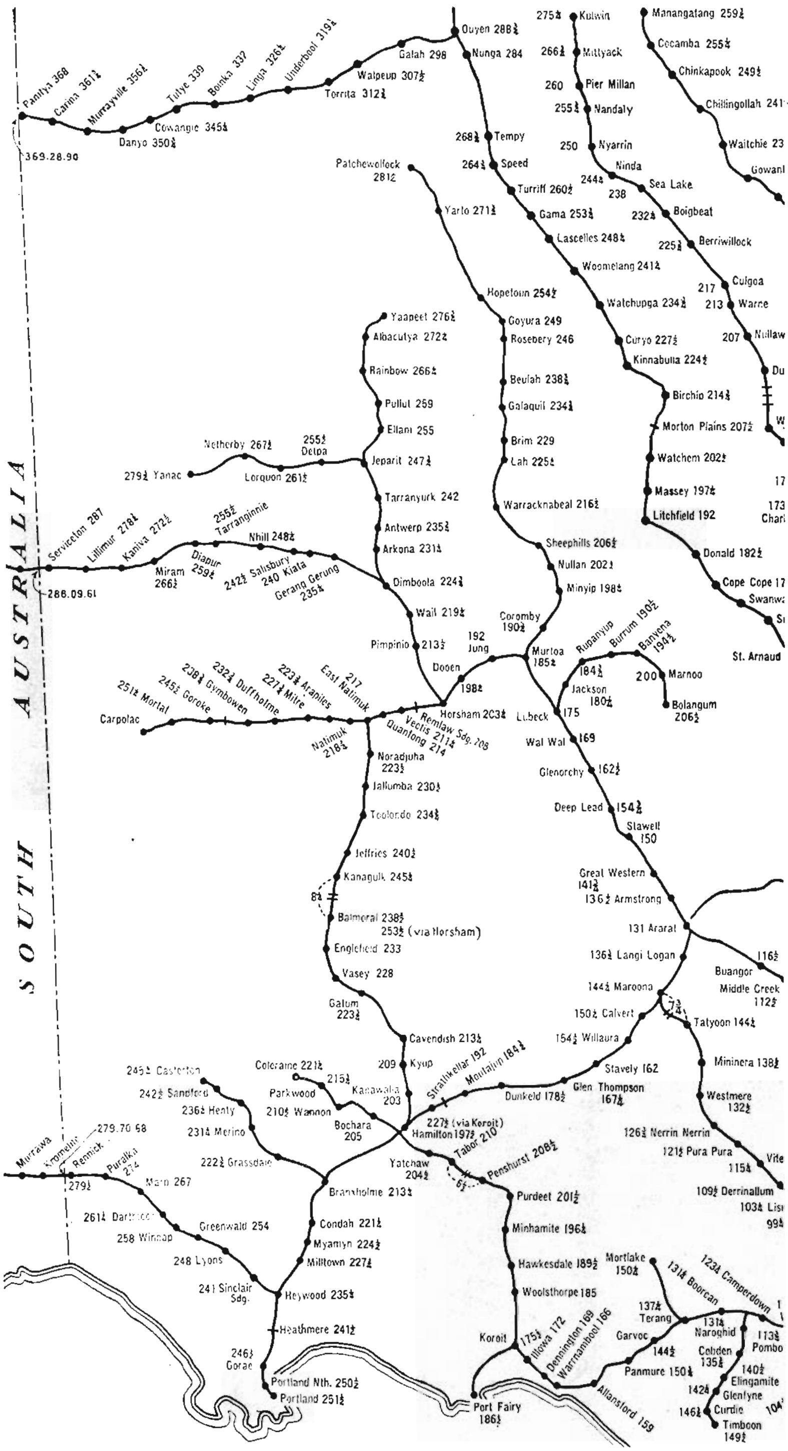
. . . BY 1970, chaos (on the roads) will be complete for hours a day unless the existing system is completely remodelled, or unless a lot of workers switch to travel by rail . . . . . —(*Professor A. J. Francis, head of Melbourne University Department of Civil Engineering*)

FRONT COVER

AT LEONGATHA Gang No. 10 is lifting track. (*Left to right*) Repairers A. V. Radwell and J. K. Martin, Ganger G. Stokes, Repairers H. S. Chandler and M. Egan. (See story on page 164).

At Spencer Street Interstate Booking Office, a client takes a numbered docket while Booking Clerk Jim Bell, after calling a number through his microphone, is pressing the button to bring up the next number.

ARARAT *a new district*



Unshaded area shows new district.

A new district will be established shortly with headquarters at Ararat. It will take in lines that are now in the Geelong district.

At present, the Traffic Branch has an Assistant to the Geelong District Superintendent located in Ararat, and the Way and Works Branch has a Roadmaster, Road Foreman and Works Foreman—all, of course, with their associated staff.

Under the new plan, a District Superintendent and District Engineer will be at Ararat to administer the activities of the Traffic and Way and Works Branches respectively.

The new district will be established as soon as the necessary building alterations have been completed. This will bring the number of the Department's districts to seven.

Additional staff who will be transferred to Ararat to cope with the increased functions, will be a reminder of the contribution that the railways make to decentralization and the economic strength they bring to country towns and cities.

PASSENGERS' APPRECIATION

All-lines ticket

I wish to take this opportunity of expressing my sincere appreciation and gratitude for the good service given to me by your staff during my two weeks vacation—one of the most enjoyable holidays I have had . . .

I bought a 14 days all lines ticket and travelled to Swan Hill, Bairnsdale, Albury (five times), Tocumwal, Port Fairy, and Daylesford.

As a matter of interest, the total mileage was 2,644.

—G. V. Kiel, 2 Hadley Court, Glen Iris, Victoria

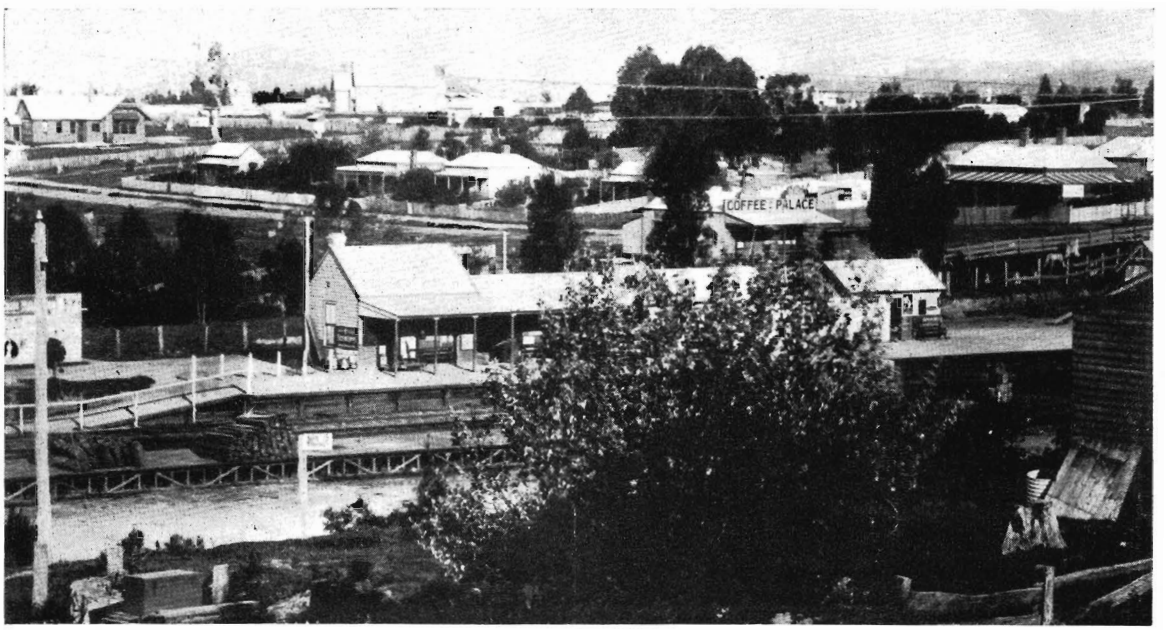
Belgrave

ON returning from a visit to N.S.W. I found it difficult to convey my luggage from the train to a taxi at Belgrave (I am aged 75) . . . . the young porter or clerk at the station promptly and brightly carried my cases to the taxi . . . . . and, although I twice offered him a gratuity . . . it was refused . . . . .

—(Mrs.) H. M. Bird, 23 Benson St., Belgrave

Leongatha

IN GREEN GIPPSLAND



Leongatha station in 1907

The same view today, taken from a lower view point; trees at the back of the station have grown and obscured houses.

"IN whatever direction the visitor to Leongatha may turn, nothing but trees will meet his eye, so dense that the township resembles a clearing in the midst of an unending forest of sombre gum trees, and as this space does not extend to any great distance outside the boundaries of the township, the thickly waving forest of trees conceals from view the undulating character of the surrounding country." So wrote a chronicler of 60 years ago. But the scene—as in nearly all the settled parts of Gippsland—has changed completely since then.

Trees have been cleared from flats and hills to make way for agriculture. Only a few pockets remain, with an occasional grey skeleton on a hilltop, to serve as a reminder of the dense forests that were once the despair of settlers.

Settlement of South Gippsland was accelerated by the completion of the

Rail Motor Driver J. Goss brings the 8.10 a.m. from Flinders Street into the station.

railway line from Dandenong Junction to Alberton in 1892. From Korumburra at a height of 746 ft. the line drops 500 ft. before reaching Leongatha.

The town itself, as the station staff will tell you, is going ahead. It is the centre of a district that is still developing—with assured rainfall and deep soil. There are seven banks and the station has sidings for three oil companies—all good indicators of prosperity. Last year, the total outwards revenue from the station was £28,880, with an outwards goods tonnage of 6,006 and an inwards figure of 29,853 tons. Over the last five years, the inwards goods tonnage has increased by one-third. The goods service comprises two trains daily in each direction, five days weekly. Among major contributors to goods revenue are the Leongatha Butter Factory, Glendore Machinery, National Tyres, Gippsland and Northern, and Dalgety's. Considerable quantities of hardware and timber are consigned to A. W. Smith and Sons, and Permewan Wright, while Knight and Cusack receive farm machinery. Furniture is sent over much of Gippsland by Hartley Wells Pty. Ltd.

Cresco Fertilizers Ltd. has bulk storages at the station for superphosphate and lime.

Satisfaction with the facility of bogie exchange was expressed by a local potato grower and agent. It enabled him to have 250 tons of potatoes railed to Brisbane in half the time it took before B.E. began.

Heatane gas from the Gas and Fuel Corporation is another source of rail revenue. About 50 cylinders a week are received.

Famous Fashions, blouse manufacturers, are one of the largest consignors of outwards parcels, sending them interstate as far as Queensland and Western Australia. Inwards parcels total about 4,000 a month, mostly for local retailers.

The passenger service consists of 17 trains weekly in each direction, bringing in approximately £8,000 revenue to the station last year.

Although Leongatha is a pretty busy town, an occasional koala can still be seen about the place. It's a reminder that those unfailing draw cards for tourists are thriving in south Gippsland. In the clump of gums near the station, you might often spot one. And Goods Clerk Ron Mann, on arriving at work one morning, found a koala sitting quietly on the track.

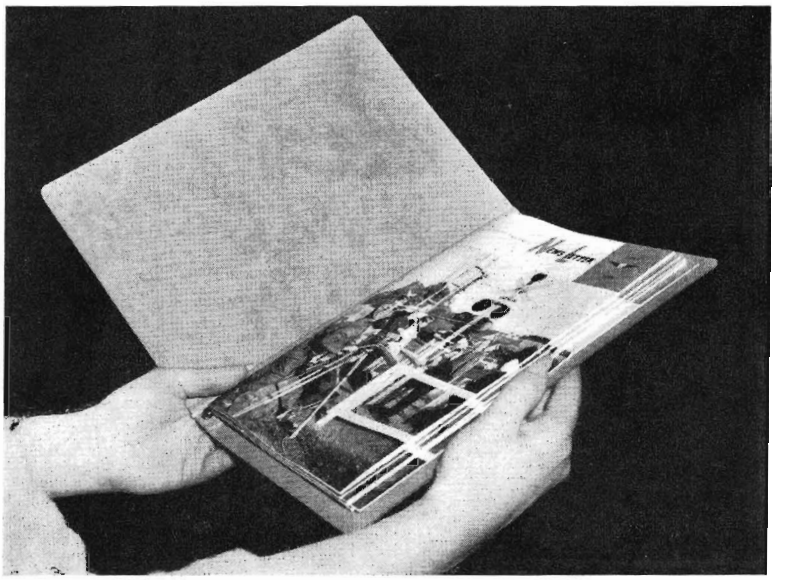
Assistant Stationmaster F. Wilson removes a staff. He has been at Leongatha for eight years.

Yard Assistant Dirk Sinnema refuels a rail tractor. He came to Australia rom Holland five years ago.

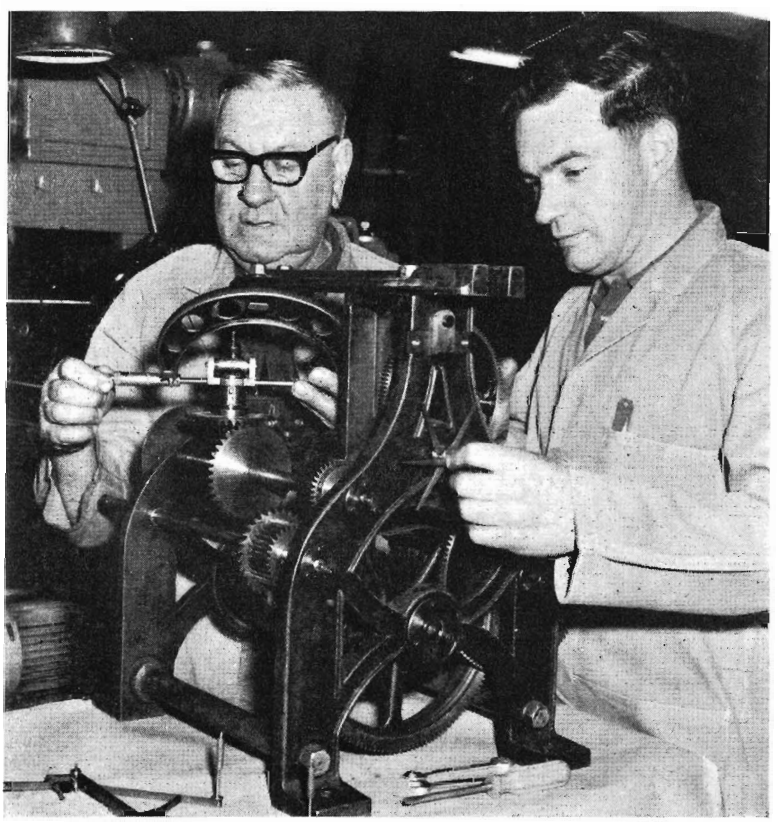
Rail Motor Guard F. Loftus prepares his running statement in the station office.

Shedman W. Pollock (*left*) and Goods Checker B. Smith unload biscuits. About 14 tons daily of inwards perishables are received.

BINDERS FOR *NEWS LETTER*



FOR some time we've been looking for a reasonably priced binder for those readers who keep their copies of *News Letter*. Permanent binding into books (£2 a volume) is too expensive for some. As a substitute, the Department has procured some stiff cardboard binders of the type used for school papers—the copies being held in position with twine. Binders (see pictures above) may be obtained from the Senior Clerk, Public Relations and Betterment Board, Room 98, Railway Offices, Spencer Street, for a bedrock price of 5/6d. each, or 6/- posted.



Electrical Fitters W. Clifton (*left*) and E. Roberts at work on the clock mechanism at the Electrical Depot Workshops

TIME STOOD STILL

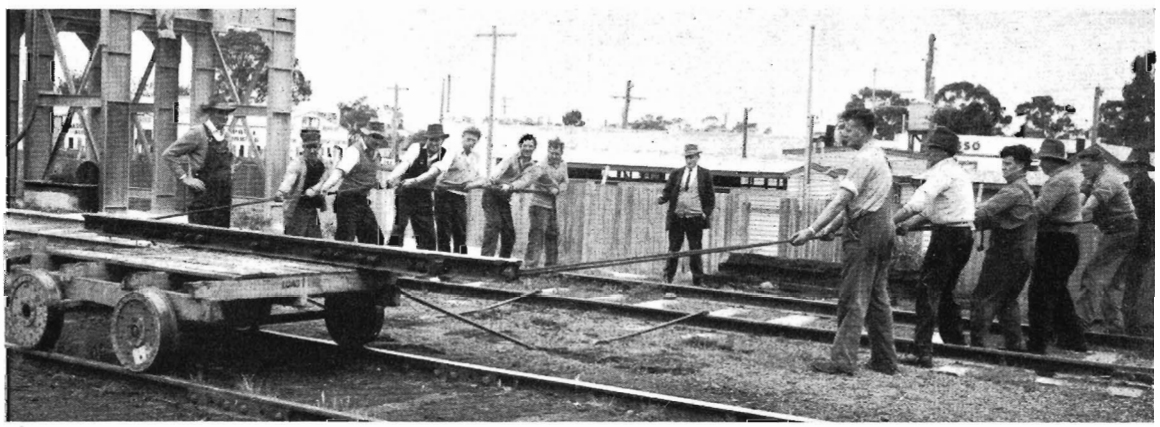
THE Flinders Street station clock that faces Swanston Street and St. Paul's Cathedral must surely show one of Melbourne's most familiar faces. For 55 years it's been giving the time to Melburnians, and as the time is about the only thing you get for nothing these days, perhaps there are quite a few who look on their faithful old clock with gratitude.....except when it tells them they've missed their train.

But last month it disappointed everyone ... ...the hands remained obstinately at 12 o'clock for about a week. The cause was the removal of the mechanism for maintenance—the first time since 1957. It's a weight driven clock with the mechanism placed in an office below and driving the hands through a vertical shaft.

At the Electrical Depot Workshops, new wheels, pinions and bearings were fitted, and Old Faithful once again took up his task of telling the public how time was slipping underneath their feet.

SCHOOL FOR SUCCESS

IN 1959, a school for training repairers in the duties and responsibilities of track gangers was established at Dandenong. The courses, lasting seven weeks, are held twice yearly. Up to last May—when the ninth course was completed—207 track men had passed the examination. Most of those men are now track gangers ; some have gone further. At a recent school for special gangers, 14 out of the 17 who passed the examination had previously attended the track gangers' school. Some of them have already acted temporarily as road foremen.



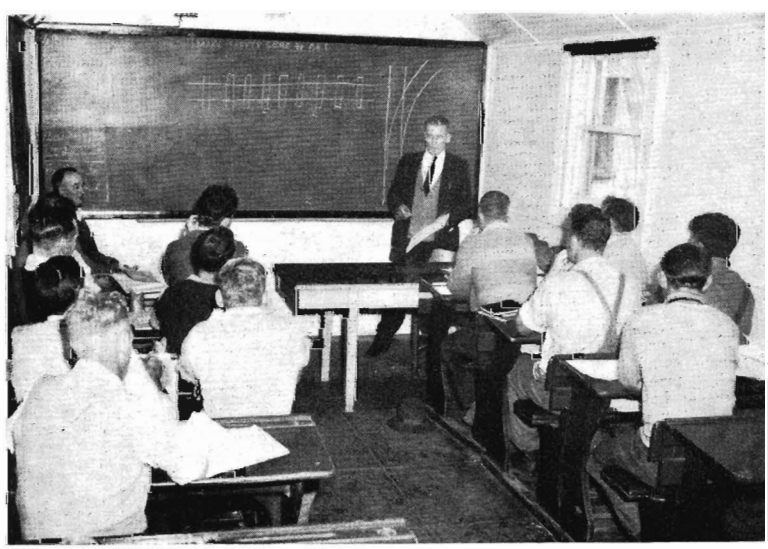
Candidates at the school that concluded last month are discharging a K crossing from trolley.

These schools are indeed schools for success. They open up avenues for ambitious repairers who wish to progress, after the appropriate examinations, through the grades of ganger, special ganger, road foreman and roadmaster.

Repairers from various parts of the State, who are eligible because of length of service and experience, voluntarily attend the course. They are provided with living quarters in a hostel that was remodelled to provide teaching facilities. Candidates are paid scale expenses and rent is deducted for the hostel accommodation. Men from the country are granted passes for week-end home visits.

When designing the course, much thought was given to both theoretical and practical work. Comprehensive instruction is given in all aspects of a ganger's duties, including the clerical work for preparation of time sheets, reports and so on. Appropriate films are screened.

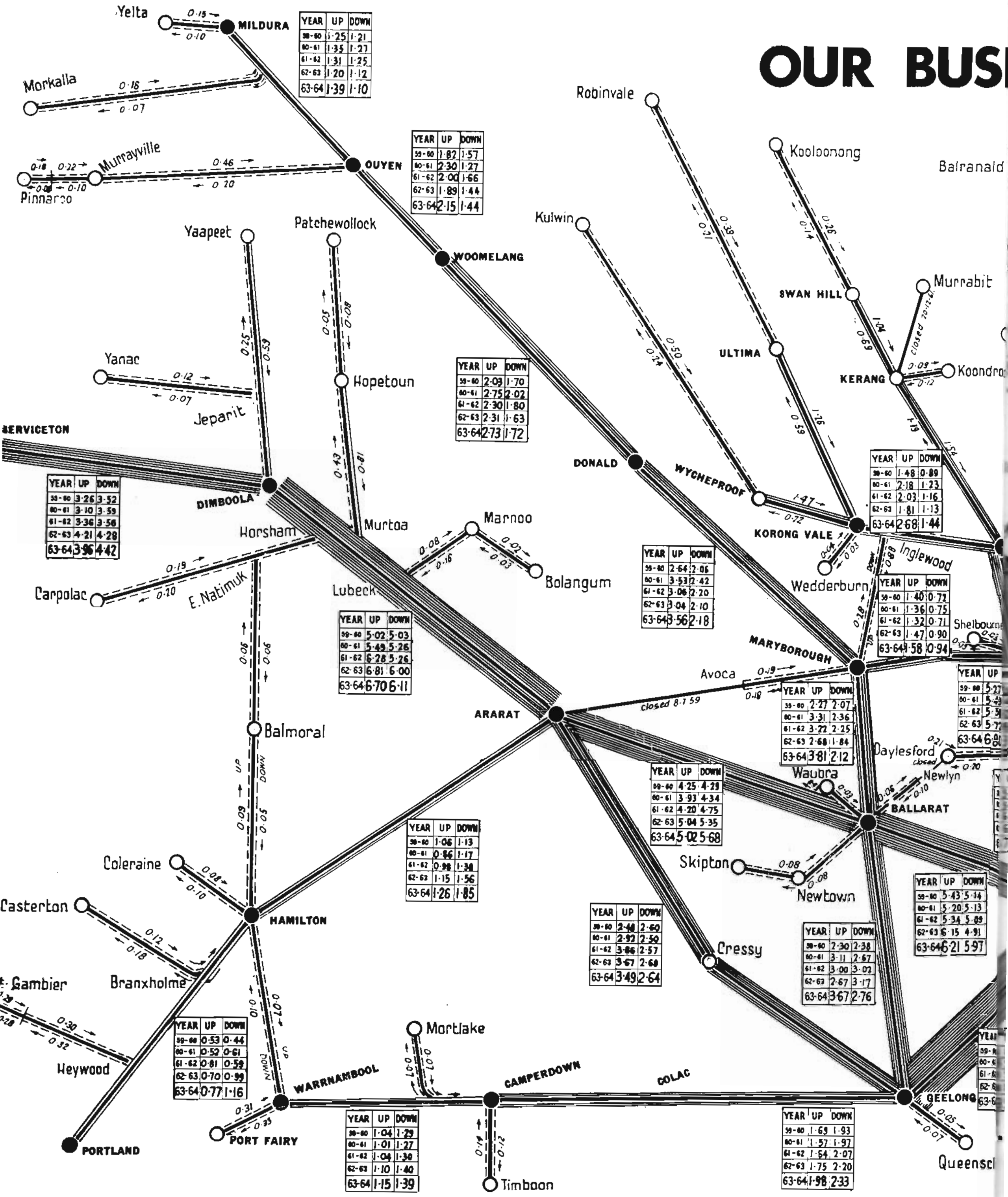
Dandenong is well suited for the practical work. It has a goods yard with five miles of track ; the suburban and country electrified systems meet there ; a line branches off to south-eastern Gippsland ; there are different classes of rail and a wide variety of track arrangements. In addition trainees are able to visit more complicated track layouts in other parts of the metropolitan area.



Instruction is given in the class room by Road Foreman S. Hall

The tenth school concluded towards the end of last month. It was attended by Messrs. N. V. Smith (Cressy), W. Hinchcliffe (Branxholme), B. L. Atkins (South Geelong), A. Carson (Cressy), J. Valli (Wangaratta), N. D. Sherwood (Tallarook), R. W. Milley (Beveridge), R. Morris (Westmere), R. F. Walls (Ballan), C. A. Lott (Gisborne), F. K. Williams (Warragul), S. F. Roberts (Benalla), and W. J. Morris (Boort).

OUR BUS



YEAR	UP	DOWN
59-60	1·25	1·21
60-61	1·35	1·27
61-62	1·31	1·25
62-63	1·20	1·12
63-64	1·39	1·10

YEAR	UP	DOWN
59-60	1·82	1·57
60-61	2·30	1·27
61-62	2·00	1·66
62-63	1·89	1·44
63-64	2·15	1·44

YEAR	UP	DOWN
59-60	2·03	1·70
60-61	2·75	2·02
61-62	2·30	1·80
62-63	2·31	1·63
63-64	2·73	1·72

YEAR	UP	DOWN
59-60	3·26	3·52
60-61	3·10	3·59
61-62	3·36	3·56
62-63	4·21	4·28
63-64	3·96	4·42

YEAR	UP	DOWN
59-60	5·02	5·03
60-61	5·49	5·26
61-62	6·28	5·26
62-63	6·81	6·00
63-64	6·70	6·11

YEAR	UP	DOWN
59-60	2·64	2·06
60-61	3·53	2·42
61-62	3·06	2·20
62-63	3·04	2·10
63-64	3·56	2·18

YEAR	UP	DOWN
59-60	1·48	0·89
60-61	2·18	1·23
61-62	2·03	1·16
62-63	1·81	1·13
63-64	2·68	1·44

YEAR	UP	DOWN
59-60	1·40	0·72
60-61	1·36	0·75
61-62	1·32	0·71
62-63	1·47	0·90
63-64	1·58	0·94

YEAR	UP	DOWN
59-60	2·27	2·07
60-61	3·31	2·36
61-62	3·22	2·25
62-63	2·68	1·84
63-64	3·81	2·12

YEAR	UP	DOWN
59-60	4·25	4·29
60-61	3·93	4·34
61-62	4·20	4·75
62-63	5·04	5·35
63-64	5·02	5·68

YEAR	UP	DOWN
59-60	1·06	1·13
60-61	0·86	1·17
61-62	0·98	1·38
62-63	1·15	1·56
63-64	1·26	1·85

YEAR	UP	DOWN
59-60	2·44	2·60
60-61	2·92	2·50
61-62	3·66	2·57
62-63	3·67	2·68
63-64	3·49	2·64

YEAR	UP	DOWN
59-60	2·30	2·38
60-61	3·11	2·67
61-62	3·00	3·02
62-63	2·67	3·17
63-64	3·67	2·76

YEAR	UP	DOWN
59-60	5·43	5·14
60-61	5·20	5·13
61-62	5·34	5·09
62-63	6·15	4·91
63-64	6·21	5·97

YEAR	UP	DOWN
59-60	0·53	0·44
60-61	0·52	0·61
61-62	0·81	0·59
62-63	0·70	0·99
63-64	0·77	1·16

YEAR	UP	DOWN
59-60	1·04	1·29
60-61	1·01	1·27
61-62	1·04	1·30
62-63	1·10	1·40
63-64	1·15	1·39

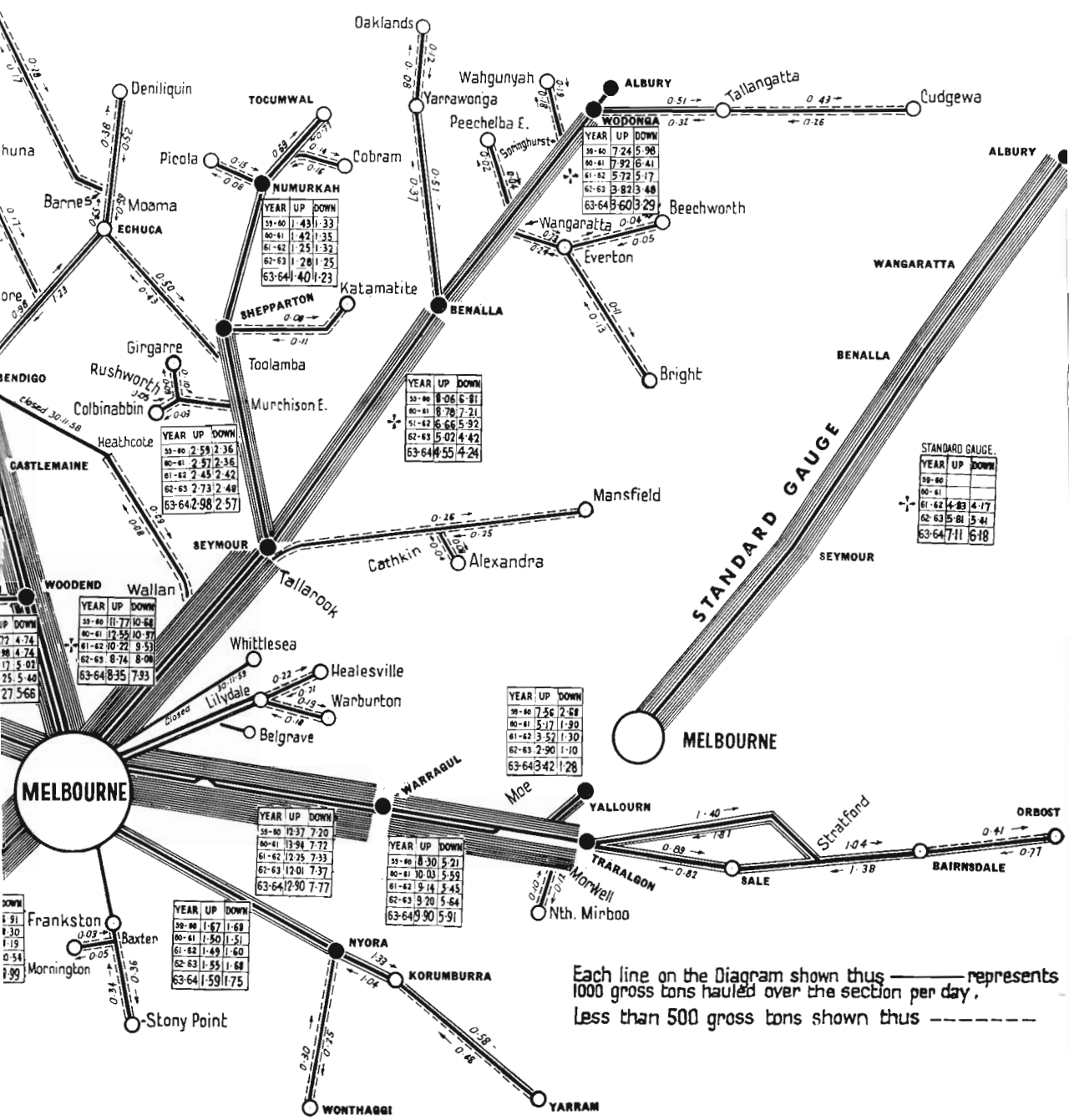
YEAR	UP	DOWN
59-60	1·69	1·93
60-61	1·57	1·97
61-62	1·64	2·07
62-63	1·75	2·20
63-64	1·98	2·33

EST LINES

THIS DIAGRAM SHOWS THE APPROXIMATE AVERAGE GROSS TONNAGE (including goods, passenger, mixed, motor and Departmental tonnage) MOVED DAILY, BASED ON TRAFFIC RETURNS FOR YEAR 1963–64.

The decimal figures represent units of 1,000 tons, i.e. 8·35 = 8,350 tons.

Diagram not to scale



Each line on the Diagram shown thus ——— represents 1000 gross tons hauled over the section per day.

Less than 500 gross tons shown thus – – – – – –

GOOD SERVICE . . .

Hughesdale

ON Saturday morning, August 29, I consigned two parcels of official papers from Hughesdale station to Canberra ; the papers were urgently required in Canberra . . . .

Only one man was on duty, and although he was extremely busy handling ticket sales for the races and football traffic he was very courteous, pleasant and helpful in handling my particular transaction.

As I have not seen him at Hughesdale station before, I assume he is a member of the relieving staff ; but he was on duty at 11 a.m. on August 29 and from his signature on the consignment notes, his name appears to be Cooper.

The purpose of this letter is to record my sincere appreciation for Mr. Cooper's assistance ; under the circumstances prevailing at the time I consider he did more for me than one had any right to expect in the normal course of duty. I do not however wish to imply that I have received anything but courteous and friendly attention from the permanent staff and other members of the relieving staff who have been rostered for duty at Hughesdale in the past.

—W. Murphy, Finance Officer, Department of National Development

Wodonga

PLEASE accept my thanks for the treatment given to some rams I railed (from Donald) to Cootamundra N.S.W. . . . On 'phoning Cootamundra it was most gratifying to learn that they had arrived in excellent condition and had a good supply of hay in the sheep truck on arrival . . . . It was evident that some of your staff had transferred the hay (from the Victorian into the N.S.W. wagon) . . . .

—Lance L. Basset, 16 Meyer St., Donald, writing to Stationmaster, Wodonga

Special from Moe

ON behalf of the committee and staff of Albert Street State School, I express thanks for the assistance so generously given us by the stationmaster, Mr. G. Bennett, and his staff, in connexion with the special train to Melbourne Show on September 21 . . . . . They and the staff at the Showgrounds really went out of their way to assist us . . . . . *A. R. Ringin, Hon. Secretary, School Committee*

Urgent parcel

ON Saturday August 22, I asked your staff at Ringwood East, Flinders Street and Spencer Street Railway Stations to arrange for the dispatch and delivery of an extremely urgent parcel containing printed matter for an annual meeting at Wangaratta on Monday August 24 . . . .

The parcel arrived on Sunday evening, August 23. Will you please convey to those responsible my sincere thanks for their service . . . . .

—Raymond S. Grove, Sunrise Secretarial Service, Ringwood East

Southern Aurora

I have just taken a trip by train from Melbourne to Townsville . . . . Your *Southern Aurora* we could not fault. We would especially like to pay tribute to your Conductor on our car. Nothing was a trouble to him and when he found out my husband was ill, he was most helpful and courteous to me . . . .

—(Mrs.) B. Doyle, 12 Holloway Street, Ormond

I travel on *Southern Aurora* about six times a year and am always impressed by the excellent service given by conductors . . . . . .

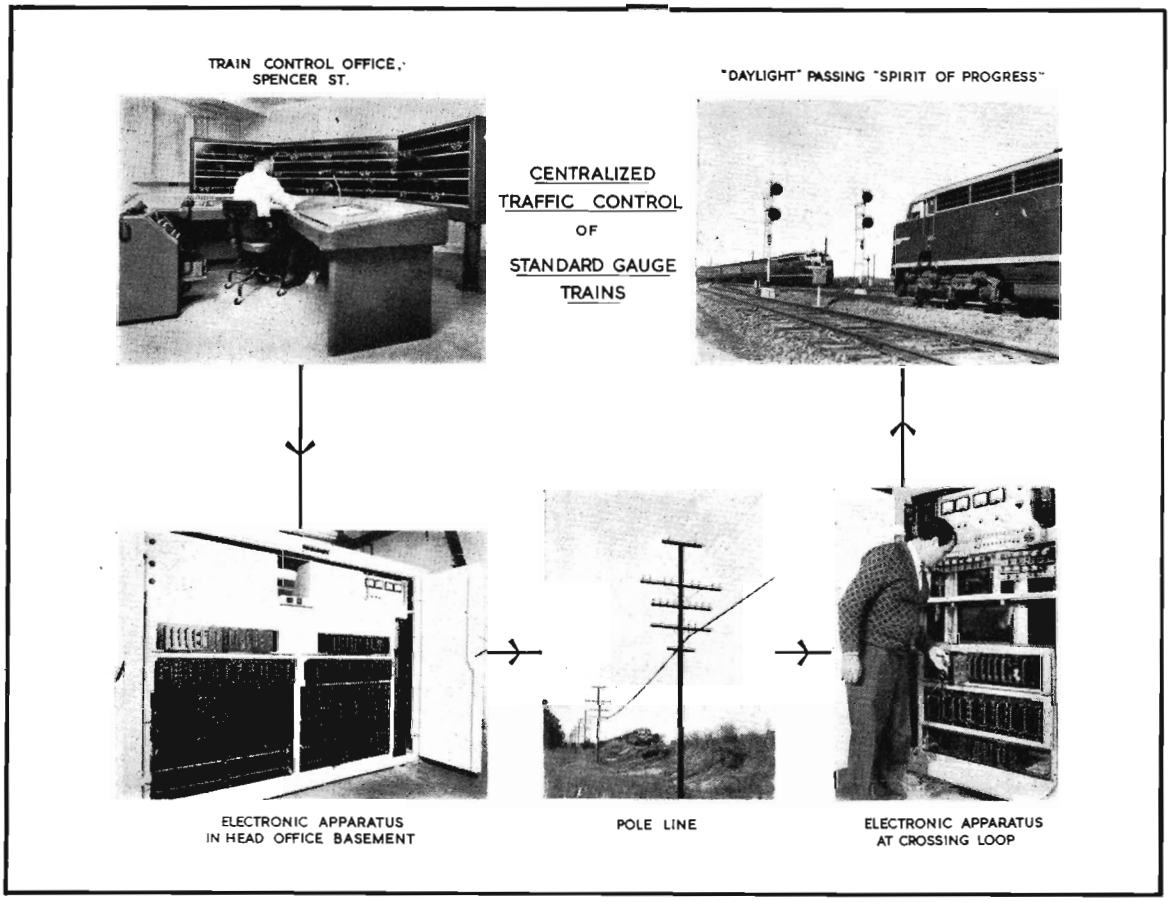
I must, however, give special praise to Mr. Hawke, who, on September 12, was in charge of my two grandsons, aged 10½ and nearly seven, who were travelling alone . . . . . .

When I returned to Sydney by *Southern Aurora* on August 26, Conductor Neal not only remembered me but also looked after my special dietetic requirements. Such service is the best advertisement for the Railways, because it makes your passengers feel well treated and important . . . . . .

—(Mrs..) M. H. Gallia, 25 Kareela Road, Cremorne, N.S.W.

RAILWAYS INSTITUTES CONFER

The General Secretaries of the Australian Railways Institutes recently held a conference in Melbourne. Meeting for their opening discussions at the V.R.I., Flinders Street, are (*left to right*) Messrs. C. Cox (Tasmania), F. M. Mitchell (Vic.), F. J. Merifield (W.A.), R. S. Grimley (Queensland), A. W. Geuer, Chairman (Actg. General President, V.R.I.), B. L. McInnes (South Australia), V. M. Luke (Commonwealth), A. J. McAndrew (Director, N.S.W.).



C. T. C. IN PICTURES

PICTURED above is one of the boards that are used to show—in outline—how the standard gauge centralized traffic control system works. One of the boards is used for training staff at the Signal Construction Depot at Caulfield, another is in a C.T.C. room at Head Office for the information of technical visitors to the installation, and a third is available for displays and exhibitions.

In the upper left hand corner of the board the Train Controller is shown at the console just after pressing buttons to send a controlling signal. Following the direction of the arrows, the next picture shows the electronic apparatus (just below the control room) through which the signal passes before being transmitted over the pole line to electronic apparatus at a crossing loop. This apparatus actuates the signals and points at the loop thus enabling *Intercapital Daylight* to pass *Spirit of Progress*.

RAILWAY DEVELOPMENT IN AUSTRALIA

IN the long run, Australia will need to supplement its east-west by north-south trunk railway lines. The most obvious method of doing so would seem to be by linking up the standard gauge lines from Broken Hill to Bourke and north, to connect, through Cunnamulla and Charleville, to Longreach, Winton, Mt. Isa and ultimately through Tennant Creek to the line that runs from Birdum to Darwin.

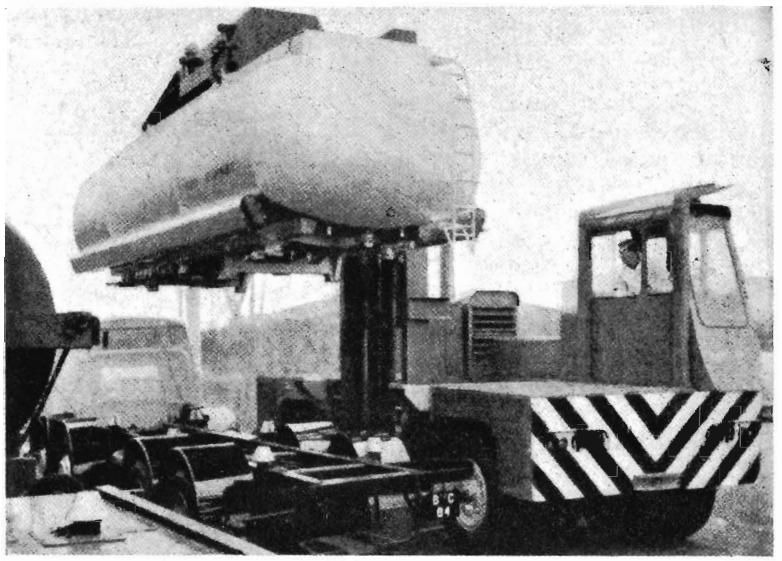
Such a north-south line would supplement the east coastal system and link with it by the existing east-west lines that run to Brisbane, Rockhampton, Townsville and Cairns.

This may perhaps be a visionary plan for the rather distant future; but if defence mobility is to be assured and outlets are to be provided for the mineral and pastoral production that is developing, it should be regarded as an objective to be planned towards.

Essentially it follows the recommendations of the Clapp Report; but it is a simple deduction from the facts of geography. Meantime, there is a great need for trunk roads and these should be built to feed into and supplement the railway system. (From *The Development of Australia*, by Dr. J. B. Condliffe, senior economist of the Industrial Economics Division of the Stanford Research Institute, California. Dr. Condliffe's book is the result of a detailed investigation of Australia's potential for economic development and, in particular, for closer settlement.)

LINES FROM OTHER LINES

Operation Leapfrog



The side-loader raises the fuel tank before transferring it from rail wagon to road trailer.

OPERATION LEAPFROG—a new system of road-rail transference—is British Railways' latest method of attracting oil traffic to rail by serving consumers who are not at present rail connected.

A demountable tank carrying up to 4,000 gallons of motor spirit or the equivalent in heavier oils is transferred from road to rail or vice-versa in four minutes. Or it can be simply deposited on the ground as temporary storage.

Using a new type side-loader, the 17-ton tank can be lifted smoothly and efficiently from either a road or rail vehicle. Just as easily the side-loader can gently place the tank on the ground with fingertip precision and maximum visibility at all times for the operator.

When the tank is wanted for delivery, the road vehicle merely comes alongside and the side-loader lifts it on.

Leapfrog tanks ride safely and smoothly at up to 75 m.p.h. on rail or 55 m.p.h. by road, and oil companies using these tanks can reduce their motor fleets and storage facilities. (*Rail News*)

Pipeline closed

A pipeline carrying coal in slurry form over a distance of 100 miles to a Cleveland Ohio power station, has been closed as the result of rail competition. The railway moves the coal on a shuttle service schedule at less than two thirds the cost and handles between three and four million tons a year.

Containers cross Bass Strait

THE Tasmanian Railways refrigerated containers are successfully carrying deep frozen green peas, beans, and other vegetables from Northern Tasmanian Ports to Melbourne markets. Designed at the Launceston railway workshops, the steel containers have a capacity of 550 cubic feet and can be quickly transferred from road or rail vehicle by fork lift, crane or gantry.

Road transport costs

TRUNK road system costs are probably twice as heavy as the equivalent rail system costs and the road freight transport operator probably pays no more than one third to a half of his road track costs whereas the railways pay all theirs.

That is the conclusion of two impartial surveys, one conducted in England, the other in America, of the true costs of rail and road freight transport over trunk routes.

Survey No. 1 was carried out by the British Railways Board and submitted to the Geddes Committee on Carriers' Licensing as a supplement to their evidence. (*See News Letter* September 1964.)

Survey No. 2, made by the American Association of State Highway Officials (who recently published their findings in the International Transport Journal) concluded that heavy road vehicles are tearing up United States' highways at a rate far beyond their cash contribution to the upkeep of the roads.

The conclusion reached is that heavy road vehicles do not pay their way. M. Louis Armand, a leading European railway figure, said recently that American tests were commanding great attention throughout the world as railwaymen had not previously possessed documented evidence of the extremely high cost of road transport.

Wide gauge for winds

WHILE Australia is spending millions in converting its wide and its narrow gauge railways to the standard 4 ft. 8½ in., there are circumstances, peculiar to a certain area, which warrant a departure from the standard gauge.

Engineers for the San Francisco Bay Area Rapid Transit District have recommended that a wider track be adopted for the Bay Area's new rail rapid transit system. A width of 5 ft. 6 in. between rails is recommended, instead of the standard 4 ft. 8½ in. used by all U.S. railroads.

Contributing factors in this decision were first, the B.A.R.T.D. system will not be interchanged with any other system—the wider gauge will therefore not present any break-of-gauge problems. Secondly, the Bay Area is subjected to unusually high velocity winds (up to 80 miles per hour) and finally the proposed trains are to be lighter (800 lb. per linear foot) and faster, at 80 miles per hour, than those of other transit systems.

The wider gauge will make possible the reduction in train weight and this in turn will allow a saving in electric power costs estimated to be roughly £2 million. This saving will more than offset the £1 million increase in construction costs for track structures.

The engineers claim the wider gauge will give greater safety and stability, with better riding comfort and lower operating costs.

AMONG OURSELVES . .

O-in-C at Leongatha

Mr. Ely

MR. S. J. (Stan) Ely, who has been stationmaster at Leongatha for the past five years, started his career in the Department at Auburn in 1920. He worked in the metropolitan area for about 19 years and for the remaining 25 years has been in the country . . . . at Nhill, Balranald, Beulah and Jeparit, to name a few. When away from the job, you might find him on the local bowling green, the golf course or, maybe, at one of his favourite fishing spots ; perhaps at Mann's Beach near Yarram, or Venus Bay . . . both are good places for salmon trout, says Mr. Ely. He prefers sea to inland fishing, but still goes occasionally to Balranald for some sport on the Murrumbidgee.

£126 for £2

MR. J. F. CLANCY, Cudgewa's stationmaster, writes to express his gratitude for the service provided by the district ambulance contributors' scheme. Recently his 19-months-old son had to be urgently flown from Corryong Hospital to Melbourne for specialist treatment. The cost of the flight was £126 but Mr. Clancy's annual contribution of £2 to the district ambulance completely covered him. Mr. Clancy points out that his experience should make evident to all railwaymen the great value of this scheme.

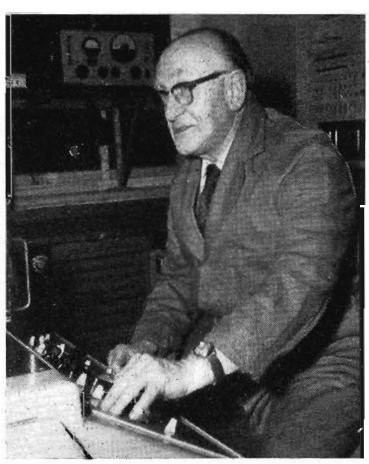
9–9–99

WHEN Mr. E. B. (Ted) Leonard, mechanic-in-charge at the telephone exchange, retired recently, the Head Office lost one of its most colourful personalities. Most appropriately born on 9–9–99 (the magician's number) Mr. Leonard combined a life-long interest in magic and the theatre, with an equally keen interest in radio and television. He started with the maintenance staff of the telephone exchange in 1926, when there were only 'phones and morse. Since then he has seen the arrival of the teleprinter, carrier telephones and the C.T.C. system.

Mr. Leonard is a foundation and life member of the Australian Society of Magicians ; and is manager of the 680 *Varieties*, a group that puts on shows at elderly citizens' clubs and also for various charitable causes. During World War II, it gave over 1,000 shows at camps around the State.

Mr. Leonard's interest in radio began in 1920 when, he recalls, the only broadcasting station was one operated by Standard Telephones and Cables. It had a range of only about five miles. Listeners used crystal sets and headphones, of course.

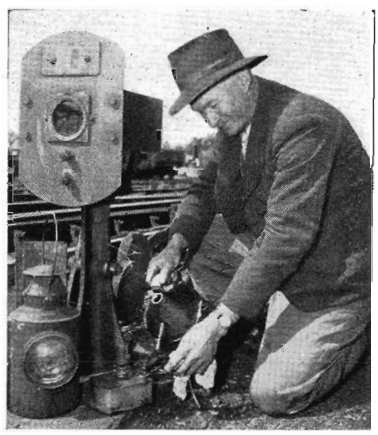
At his home, he has a small theatre—with stage—that is used for films, live shows and rehearsals. In retirement, he hopes to devote much time to the technical side of T.V.



Mr. Leonard examining C.T.C. equipment.

5 lb. trout

They did well in the trout opening at Benalla. Many of the local railwaymen belong to the Benalla Angling Club which has a fishing hut on the Howqua River. Driver Don Smith, Storeman Allan Wharton and Lampman Harold Angee were among those who took part in an inter-club angling competition at the opening of the trout season. The Benalla Club won the shield and Harold Angee landed a whopping five-pounder, but it didn't count in the competition as it was caught outside the time limit. Still . . . . . it's something to talk about. Has anyone done better ?



Lampman Harold Angee, as well as being a keen angler, is a 35 mm. photographer, librarian of the Benalla Camera Club and treasurer of the local V.R.I. carpet bowls club.

What's a train like ?

AMONG recent requests received by the Department for publicity material was one from a teacher at a missionary college in New Guinea. He explained that one of the subjects in which he lectures concerns railways. The students, however, often found it difficult to comprehend his remarks as none of them had ever seen a train. The dispatch of a quantity of literature ensured that his students will at least know what a V.R. train is like.

Track prizes

PRIZES for the annual track competitions for the year ended June 30 last were shared by 217 members of track gangs. Prizes up to £20, £11 and £6 were awarded to members of gangs that finished first, second and third respectively in each district. In the Most Improved section, the maximum individual prize was £11. Winners' names were published in Weekly Notice of October 13.

Crinolines to computers

WHEN Mr. W. J. (Bill) Edwards of the Secretary's Branch retired last month, he completed a span of only two days less than 51 years—a period that covered the era from crinolines to computers. On October 30, 1913, young Bill started work as a lad messenger at Head Office, in the same room with that famous character, Guard Carey. Heads of Branches, in those days, wore top hats, long coats and short beards. Office boys wore short pants.

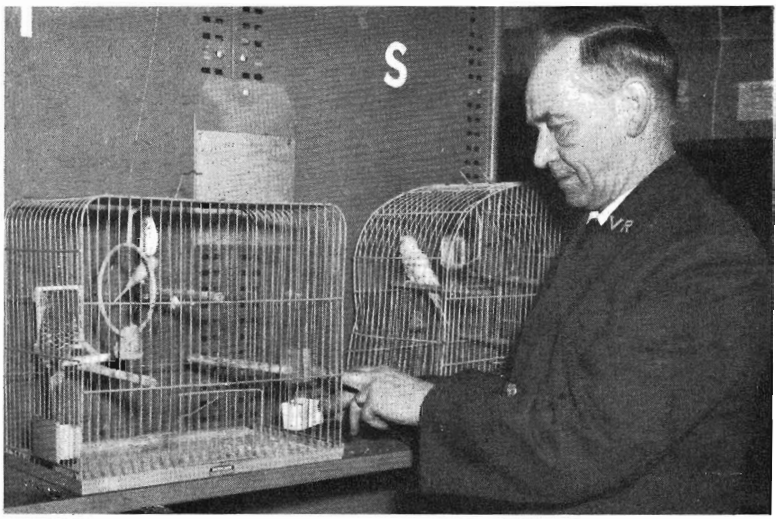
Save for a period on loan to other Departments, Mr. Edwards was in the Head Office for the whole of his career. He has see the development that took place in the Department — from the time when crinolined ladies travelled in steam hauled suburban trains . . . through the strenuous years of suburban electrification to the days of the diesels. Altogether, he has served under nine Secretaries and 20 Commissioners.

Mr. Edwards

For the past eight years, Mr. Edwards was in charge of the Pass and Correspondence Office, a position that brought him into contact with railwaymen from all States and overseas, as well as V.R. staff.

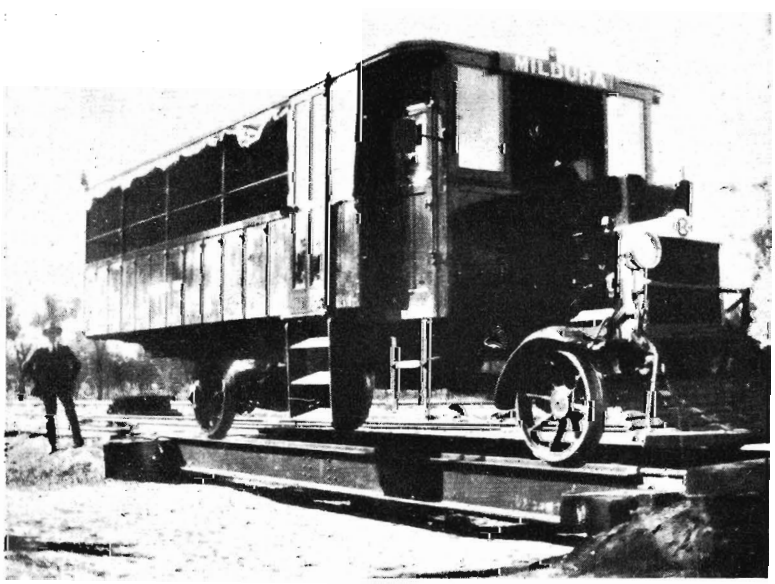
At a dinner tendered to him by his fellow officers, Mr. Edwards said that he carried away very happy associations of his railway career. In retirement, he hopes to improve his bowling—he is a skipper at Malvern—and cultivate his garden.

Cheep cheep rates



The merry cheeping of these budgerigars at the Inwards Parcels Office is always enjoyed by customers, and might even remind them of the *cheap* rates for parcels. One of the budgies was left behind by a passenger a couple of years ago, and bought from the Department by the staff. The other was found on the footpath by Leading Parcels Assistant W. Foster (shown feeding the birds) and brought in to keep the other company. The birds were recently featured on Channel 2.

Trial run in 1922



Shown on the Redcliffs turntable during its test run is the first rail motor that was put into service on the 16-mile route between Merbein, Mildura and Redcliffs. It went into running on June 26, 1922 and consisted of an A.E.C. motor chassis imported from England and adapted at Newport Workshops for running on rails. Driven by a 45 h.p. engine, it could seat 43 passengers and haul a trailer coach with 12 passengers and two tons of freight. This was the first of a fleet of similar rail motors that operated on branch lines for some years after, until they were superseded by improved types.

World war I veteran

PROBABLY the last of the World War I returned men among the Road Foremen, left the Department when Mr. J. I. Harvey retired as R.F. Flinders Street No. 1. He enlisted at the age of 16, went overseas with the 8th Trench Mortar Battery, and transferred to the 23rd Battalion in France. He served in Egypt and returned to Australia in 1919.

Mr. Harvey

As a lad living in the Mallee he saw the building of the line from Sea Lake to Nandaly and ultimately to Kulwin. In those days, he says, they built brush fences to keep the sand off the tracks. The sand would build up against the fences . . . . the fences would have to be built higher, and in the end they reached up to 12 ft., so that unofficial " cuttings " came into existence.

Mr. Harvey joined the railways in 1925 at Korong Vale. In 1938 he was acting Ganger at Maroona and, ten years after, Road Foreman at Ararat. After periods at Warragul, Bendigo and Seymour he came to Flinders Street in 1957.

TALKS ABOUT BOOKS

THE library's section for children is enjoying increasing popularity, and new books are constantly being added to it. Recent outstanding acquisitions are the eight volumes in the Caravel Books series. Beautifully produced by the famous Italian printer Arnaldo Mondadori, each one treats, in an intelligent and fascinating manner, some historical subject. Brilliant use is made of old paintings, wood-cuts and so on, and there are innumerable coloured illustrations. Subjects treated to date in the series are *Knights of the Crusades*, *Heroes of Polar Exploration*, *Nelson and the age of Fighting Sail*, *Alexander the Great*, *Russia under the Czars*, *Captain Cook and the South Pacific*, *Joan of Arc*, and *Exploration of Africa*. These are really worth looking at, and adults should enjoy them as much as the children.

* * *

A book which I never tire of recommending is *The Crime of Giovanni Venturi*, by Howard Shaw. Giovanni is the proprietor of a small restaurant in Rome. His livelihood is threatened by a national chain of restaurants which opens a colossal new branch a few doors away. How Giovanni manages to outwit his giant competitor (making in the process some startling archaeological discoveries) makes hilarious reading. A classic of modern humour.

* * *

One of the most popular authors in the library is Dennis Wheatley. His black magic stories make one's flesh creep. (Foul, uncouth knaves meeting in terrifying caverns . . . hellish demons and monsters . . . nauseous viragos riding infernal beasts . . . unearthly, gruesome gnomes . . . evil rampant). Everything he writes has this night-marish kind of atmosphere. His latest novel, *They used dark forces*, is now available, as, of course, are most of his earlier books.

* * *

Anyone who has enjoyed John le Carre's tremendous novel, *The spy who came in from the cold*, but has not read his two earlier stories, *Call for the dead* and *A Murder of Quality*, will be pleased to know that these stories are now available in the form of a *John Le Carre Omnibus*.

Spotswood Workshops retirement

Foreman R. (Bob) Ramsay (*right*) is farewelled by Sub-Foreman G. Mecking (*centre*) and Assistant Workshops Manager P. Gibb. Mr. Ramsay started in the railways at North Melbourne Workshops in 1921, and for the last 35 years was at Spotswood Workshops where he rose from carpenter to foreman.

RECENT RETIREMENTS . . . .

ROLLING STOCK BRANCH

Culph, T. H., South Dynon
O'Donohue, J. J., Newport
Whitehead, J. A., Newport
Costa, M., Jolimont
Meyer, A. G., Jolimont
Coleman, A., South Dynon
Calcutt, F. E., Ballarat North
Beever, G. S., Newport
Bowdler, F. S., Head Office
Ramage, F. A., Jolimont
Jenkins, W., Newport
Dowrick, J., Ballarat North
Recchia, A., Shelter Shed
Grigg, A. V., Jolimont

TRAFFIC BRANCH

Wilkes, F. G., Hamilton
Phillips, H. N., North Geelong
Cam, M. E., (Mrs.), Flinders Street
Munday, W. A., Geelong
Higgins, H. F., Newport
Rotherham, E. W. J., Melbourne Goods
Crowe, J., Flinders Street
Rich, J. C., Flinders Street
Fletcher, L., Essendon
Schonfelder, J. F., Blackburn
Martin, R. S., Stawell
Wannenmacher, J. H., Ararat
Dorn, W., Spencer Street
McGrath, D. A., Melbourne Yard
Bott, H. J., Portland
Bawden, J. F., Nunawading
Ryan G. C., Horsham
Giddings, A. R., Flinders Street

WAY AND WORKS BRANCH

Burke, J., Weerite
Lazdins, J., C/o Head Gardener
Zotti, A., Seymour
Ramsay, R., Spotswood Workshops
McDonald, R., Power Signals, Caulfield
Brown, J. T., Warrnambool
Robertson, N. M., Pirron Yallock
Doyle, J., Hamilton
McDonald, R. H., Litchfield
Cleggett, J. G., Special Works
Cockerill, W. T., Bacchus Marsh
Stone, A., P.W.M.D. Spotswood
Slefendorfas, G., Special Works
Hyland, M. L., Seymour

ELECTRICAL ENGINEERING BRANCH

Baker, R. R. J., Warragul
Thompson, H. T., Testing Division, Spencer Street
Emery, H. W., Head Office, Flinders St.

ACCOUNTANCY BRANCH

Neef, R., Flinders Street

SECRETARY'S BRANCH

Edwards W. J., Head Office

. . . . AND DEATHS

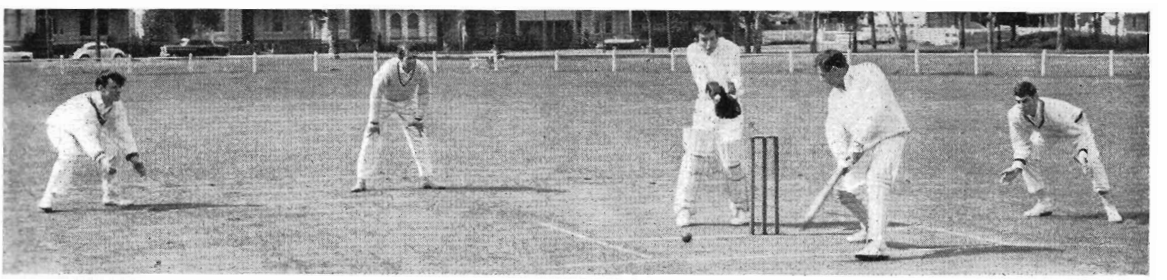
ROLLING STOCK BRANCH

Van Vugt, J. P., Ballarat North
Penrose, H. J., Ararat
Waldron, L. A., Newport
Barry, J. E., Ballarat North
Davis, I. R., Newport

WAY AND WORKS BRANCH

Kiriakou, A., Special Works

Sport by Bas. Keating



In the match between Loco. and Stores, J. Pitcher (Stores) chops down an a nasty delivery in the opening over. Other players (*Left to right*) : M. Harris, K. Schickerling, M. Kirkpatrick and H. Bowman.

Cricket

THE 1964/65 season opened on Tuesday, October 13, when Stores played Loco, and Suburban Lines were opposed to Spotswood. In the first game Stores won the toss and batted, and at the end of the day had put together 162 for the loss of seven wickets. Top scorers— Pitcher (71 n.o.) and Short (23). For Loco. the most successful bowlers were Harris (4/44) and Schickerling (2/43). In the other game, Suburban Lines had 157 on the board when the last wicket fell, mainly due to the efforts of Hill (83) and McCalman (34). Colling (5/38) and Smith (3/59) were the best of the Spotswood bowlers.

Cricketers throughout the State should keep in mind that the Interstate Carnival will be staged in Melbourne from February 16 to 25, next year. Players who wish to be considered for selection should submit their names, grade, branch, details of grade of cricket played and performances recorded during the past 12 months, to the Hon. Secretary, V.R.I. Cricket Association, C/o V.R.I., Flinders Street, Melbourne. Any railway employee who has been a member of the Victorian Railways Institute for the past six months is eligible for selection.

Golf

THIS year's V.R.I. Northeastern Golf Tournament was staged at the Golden Vale Golf Course, Benalla, and in spite of inclement weather, an excellent entry was received. The Northeastern championship was won by our old friend Jack Manning of Benalla, who returned an 85 off the stick. The J. H. Jupp Memorial Trophy went to another Benalla player—Reg. Wapling—with a net 73, while Bill Brown and Ron Jones (both V.R.I. Councillors from Melbourne) were successful in the A and B grade handicap events respectively. The ladies' handicap was won by Mrs. F. Green of Seymour who had a nett score of 82. The luncheon provided by the ladies was, as usual, superb, and on completion of play trophies were presented at a social function held in the Benalla V.R. Institute.

The V.R.I. Golf Club celebrated President's Day at the Mt. Xavier course, Ballarat, on Sunday October 11. The President's trophy went to R. Findlay of Ballarat, who won after a count back from J. Blee; both had returned a net score of 63.

Ladies' Basketball

ON Saturday, September 26, a team of basketball players representing the South Australian Railways Institute arrived on The Overland to play two matches against our girls. That afternoon, the South Australian and Victorian girls assembled at the Royal Park Courts, where after a short address of welcome by Mr. Frank McClosky (V.R.I. Councillor) the first match of the series began.

From the first bounce our girls attacked strongly and with some excellent forward work by Szujda and Thurgood, a steady defence and all round team work, won easliy 39 to 21. On the Sunday the two sides again met and this time South Australia, with their defence playing much closer, were just beaten in an even and exciting game. At halftime S.A. led 8 to 7, but a great third quarter by our girls when they scored 5 goals to nil, put them in a handy position and they eventually ran out winners, 16—12. Mr. B. McInnis, General Secretary, S.A.R.I. presented the cups to the winning captain and congratulated the Victorian team. May I also add my congratulations on their very fine effort. The Victorian representatives were ; Joan Thurgood (Capt.) Mickie Szujda, Carmel Hurdle, Marie Gartside, Lorraine Stunnell, Ann Phelan, Jan. O'Haire, Kathie Stoddart, Christine Lalor and Fay Bell.

Cycling

HEARD about a young chap who would appear to have more than average ability on a bike. Nineteen-year-old Station Assistant Harry Mueller, of Greensborough, a member of the Fitzroy Cycling Club, is the lad concerned. After only two years experience, Harry is starting to build up quite an impressive record of placings in both Club and open events. Among his best efforts were : second in a 20-mile handicap road race in October 1963 ; second and fastest time in a 5-mile handicap (track) in November 1963 ; and second in a half mile handicap the same month. Then last April he was second in the club's track championship and collected fastest-time honours in a 30 mile road handicap race. In September, riding in the Colac to Melbourne, he filled fourteenth place. Later in September, he competed in the Seymour to Shepparton classic and, after winning the sprint through Murchison, again came fourteenth in a field of about 60.

These performances are even better than they appear, when you keep in mind that, often on a Saturday, Harry has completed a seven-hour shift at Greensborough before competing. Keep it up, Harry, it's time we had another Tom Fitzgerald in the Department.

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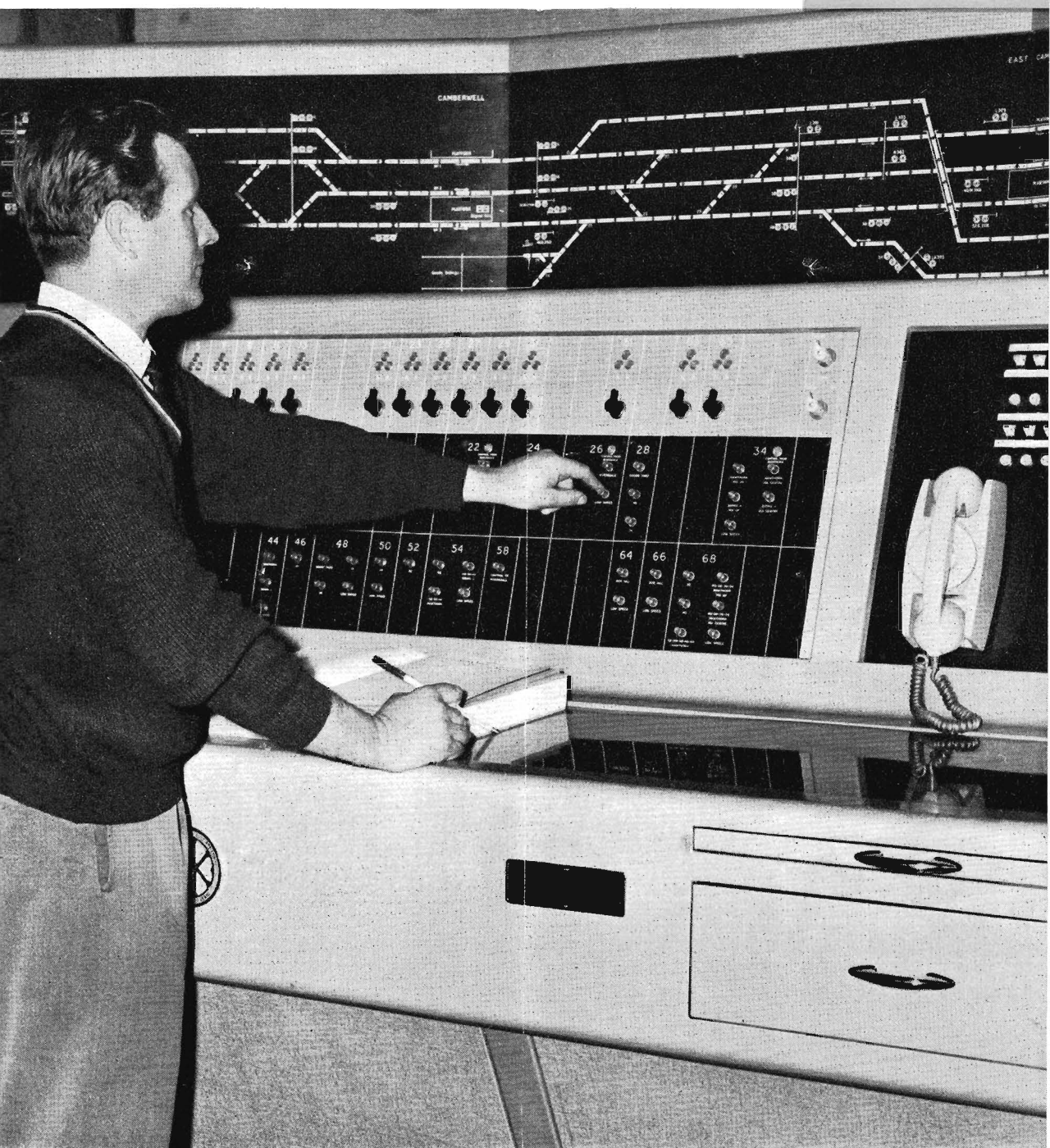
VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER

VR

1964



FEATURE ·· REVIEW OF THE YEAR

THE MONTH'S REVIEW

SEASONAL GREETINGS

TO ALL

NEWS LETTER READERS

AND

BEST WISHES

FOR THE NEW YEAR

Third track

IMPROVED peak hour train schedules on the Box Hill line were introduced last month. The revised services were made possible by the completion of three miles of third track between Hawthorn and East Camberwell. The track, signalled for two-way running, will ultimately be extended from Hawthorn to Burnley.

Push button signalling equipment at Camberwell for the third track was used for the first time. It allows the complete track route, including points and signals, to be set for a train, by pressing one button; (picture, front cover).

Between Burnley and East Richmond, preliminary work is now in progress to provide two extra tracks that will run from Burnley to near the Melbourne Cricket Ground.

At East Richmond, the existing platform for up trains will be demolished about next March, after a new platform and station buildings have been erected on the south side of the tracks.

For railfans

ALONG the Line in South Australia is the latest of the *Along the Line* series. Its 42 pages of illustrations of S.A.R. trains and impressive locomotives should satisfy any enthusiast. Price is 5/–, from Traction Publications, P.O. Box 438, Canberra City, A.C.T. The editors stress that postal notes and money orders must be made payable at *Canberra City* Post Office —not Canberra as, in the latter case, they have to pay a transfer fee, and, not unreasonably, they take a rather dim view of it.

The Association of Railway Enthusiasts announces that its 1965 *Steam Railway Calendar* features "six, spectacular 6 in. by 8 in. photographs of steam trains in action". And on the cover is a mighty loco. belching as much smoke as a medium size H bomb. Calendars are obtainable (for 7/6, posted) from A.R.E. Calendars, P.O. Box 4810, Spencer Street, Melbourne, C.1.

More two-carriage trains

TWO-carriage trains were introduced on the Williamstown line last month. It is estimated that a saving of £13,000 annually will be made in operating costs. The smaller trains run after 7 p.m. on Mondays to Saturdays and after 5.30 p.m. on Sundays. Earlier in the month, two-carriage trains began on the Glen Waverley, St. Albans and Fawkner lines.

Suburban fare reductions

WEEKLY rail tickets for the week beginning November 29, and monthly, quarterly, half-yearly and yearly periodicals dating from December 1 have been reduced by approximately one-third of the recent increase.

Worth Quoting

To be fair it must be acknowledged that the transport authorities in charge of trains and buses and traffic organisations have big, intricate jobs needing long-range planning and the massing of vast resources. They're not fools, although thousands of people think they could do their jobs better. The transport chiefs DO have a sense of public service.

—*Daily, Mirror, Sydney*

FRONT COVER

AT CAMBERWELL, in the new route setting signal box that was brought into service last month, Signalman Peter Close presses a button to establish a route for a train. (Story in next issue.)

New life for old tower

The 74-year-old clock tower at the Melbourne Goods Shed has been given a new lease of life by a restoration job done by the Way and Works Branch. The sandstone of which the tower is built was fretting badly and as the building is of some historical importance, its reconditioning was decided on. The mortar joints were raked out and repointed, the sandstone cleaned and cut back to sound stone, and the roof renewed. The tower dates back to 1889 when a contract was let to A. P. Tozer for its construction.

REVIEW of the year

A condensation of the Department's annual report that was presented to Parliament last month.

RECORD REVENUE

THE revenue earned from operating the railways and road motor services for the year was £46,439,321, an all time record and £2,949,628 higher than that of the previous year.

Revenue exceeded working expenses by £621,454. Last year, working expenses exceeded revenue by £74,092. There was therefore an improvemnet of £695,546 over last year's operations.

Revenue showed the following variations over the previous year:

	£	£
Increases:		
Goods	2,826,000	
Parcels	44,000	
Passengers		
(country)	10,000	
(suburban)	38,000	
Advertising	4,000	
Mails	29,000	
Rentals	10,000	
Miscellaneous	9,000	2,970,000
Decreases:		
Refreshment room services	19,000	
Sale of electrical energy	1,000	20,000
Approximate net increase		2,950,000

Working expenses increased by £2,254,082 over the last year's figure.

RECORD GOODS BUSINESS

A record was made in the amount of freight carried, the goods tonnage, excluding livestock, totalling 11,819,662 tons compared with 10,547,515 tons in the preceding year.

Almost half the increase of 1,272,147 tons was due to the record wheat harvest of about 77 million bushels. Wheat carried during the year was 2,368,127 tons, an increase of 481,213 tons.

Moving the overflow from country wheat storages, involving the loading of 38,224 wagons, was completed by January 25, but a heavy demand on the Department's resources continued for the rest of the year because of the exceptionally buoyant wheat export trade.

Export traffic in items such as oats, flour, dried fruits and milk powder also reached record figures, and, in addition to meeting the greatly increased shipping activity in the Port of Melbourne, it was necessary to cater for increased exports of wheat from Geelong and oats from Portland.

Superphosphate traffic, which totalled 897,874 tons, exceeded the previous year's record by 135,610 tons. The trend towards bulk handling has been particularly strong in the superphosphate industry, and this, coupled with the record export grain traffic, fully taxed our ability to maintain adequate supplies of wagons suitable for bulk loading.

Other classes of traffic showing substantial increases were:

- cement „ up 105,000 tons
- black and brown coal „ 107,000 „
- Forwarding Agents' traffic „ 83,000 „
- container traffic „ 77,000 „
- briquettes „ 60,000 „
- flour ... „ 50,000 „
- iron and steel bar, rod, etc. „ 44,000 „
- motor cars and bodies „ 35,000 „
- galvanized iron „ 31,000 „
- timber „ 30,000 „

The recovery in livestock traffic, begun in 1962–63, continued, mainly due to the introduction of specially reduced rates at a number of country centres. The total livestock tonnage amounted to 312,353 tons, an increase of 18,980 tons compared with the previous year.

Standard gauge success

The continued growth of inter-system goods traffic over the Melbourne-Albury standard gauge line has amply fulfilled predictions made prior to the opening of the new intercapital link on January 3, 1962.

During the year 844,986 tons of freight came by standard gauge services from New South Wales and Queensland stations to Victoria, while in the opposite direction the total tonnage was 553,706. These figures each represent an increase of just on 30 per cent, by comparison with the preceding year.

Special freight grows

By providing a number of MLX wagons to carry either motor bodies or completed cars, the Department secured further business taking considerable numbers of motor bodies, produced at Dandenong, for assembly in Brisbane.

The production of aluminium at the recently built plant of Alcoa of Australia Pty. Ltd., at Point Henry, near Geelong, has steadily increased, and for the first 12 months of its operation the company sent over 12,000 tons of ingots in van loads to Sydney and Port Kembla.

Additional interstate traffic secured during the year included plasterboard made at Oakleigh. To provide for its transport, seven flat wagons were specially adapted and fitted with end bulkheads. This traffic is moving at the rate of 200 tons weekly to Sydney, Canberra and Adelaide, with the aid of bogie exchange facilities where necessary.

A freight agreement was completed with Australian Carbon Black Pty. Ltd., to take containers of carbon black from a siding to be built by the Company at its Altona plant, to Clyde, New South Wales. The agreement to operate from January 1, 1965, represents a further important diversion of traffic from road transport.

For several years the Tasmanian Railways, in conjunction with a forwarding agent, have operated a 14'5" Container service known as *Railroaders*, between Tasmania and New South Wales. The containers go by sea from Tasmania to Melbourne, and the forwarding agent then arranges their road transport to Dynon Goods Depot, where they are sent over standard gauge to Sydney. The containers are returned to Tasmania by similar means.

So great has been the growth of this traffic, that the Victorian and New South Wales Railways will build 150 *Railroader* containers to supplement the 300 already in use.

PASSENGERS

Suburban

Suburban passenger journeys totalled 148.3 million compared with 147.6 million in 1962-63.

It would appear that, apart from the effects that television and the increased use of private cars are having on suburban travel, the tendency of many private firms and public authorities to centre their activities in suburban areas, a number of which are not readily accessible by rail, is having an adverse effect upon the growth of our passenger traffic. Further, the recent development of large regional shopping centres, embodying extensive car parking facilities, has undoubtedly affected travelling habits by inducing many suburban residents to shop locally rather than travel to the city to obtain their requirements.

Accordingly, there seems to be little likelihood of an appreciable increase in the overall volume of suburban passenger traffic in the immediate future, although, paradoxically, the peak period traffic has in recent years become far more concentrated, necessitating the provision of additional rolling stock and other facilities to cope with a traffic density that exists for only a relatively short period each morning and evening.

Country

After some years of steady decline, country passenger traffic has reached a reasonably stable level which, while well below the peak attained in the immediate post-war period, indicates that the railways still have a vital role to play in meeting the travel needs of the community, despite the boom in private motoring and the growth of competitive services. The total number of journeys made on country passenger services during 1963/64 was just over five million-practically the same number as in the previous year.

HIGHLIGHTS

Revenue ... £46,439,321

Of each £1 of revenue:
- 12/8d. came from goods and live stock
- 6/1d. came from passengers parcels and mails
- 10d. came from refreshments and advertising
- 5d. came from miscellaneous

Working Expenses £45,817,867

Of each £1 of expenditure:
- 14/–d. went on wages and payroll tax
- 9d. went on coal, oil, etc. for locomotives
- 8d. went on electrical energy for traction
- 2/9d. went on other materials and services
- 1/5d. went on pensions and long service leave
- 5d. went on other expenditure

Route mileage open for traffic	4,211
Average number of staff employed	28,774
Total capital invested	£196,300,000
Tonnage of Goods and Livestock carried	12,132,015
Passenger journeys:—	
Country	5,082,321
Suburban	148,313,401
Principle commodities carried:	tons
Wheat ...	2,368,127
Briquettes ...	1,586,467
Coal ...	702,266
Fertilizers ...	951,182
Cement ...	572,786
Firewood, timber wood pulp	368,937
Iron and steel bar, rod, etc.	447,779
Livestock ...	312,353
Flour, bran, pollard, etc.	300,172
Barley ...	177,449
Benzine, petrol, etc.	215,230
Wool ...	132,020
Pulp and paper ex Maryvale	128,450
Beer ...	124,079
Fresh Fruit	108,750
Locomotives:	
steam ...	246
electric ...	35
diesel-electric	139
diesel-hydraulic	30
Passenger carriages:	1,803
Wagons ...	22,725
Vans, etc. ...	1,174
Fuel consumed:—	Tons
Coal ...	105,829
Fuel oil ...	38,809
Diesel oil ...	45,063

TRANSPORT REGULATION

During the year an alteration was made to the Commercial Goods Vehicle Act that could have a serious effect on the transport economy of the State. The act was altered to enable any manufacturing or processing industry situated more than fifty miles from Melbourne to apply to the Minister of State Development for classification as an " approved " decentralized secondary industry. Any industry so approved may use its own vehicles without restriction for all its transport requirements throughout Victoria.

In addition, any manufacturing or processing industry more than fifty miles from Melbourne, whether " approved " or not, may apply to the Transport Regulation Board for the right to use hired carriers for its transport requirements. In such applications, if the industry is able to prove that it suffers disadvantages by reason of its location, the Board is required to take into consideration any convenience or saving in costs that would accrue from the use of road transport.

As a means of inducing industries to establish themselves in country areas and assisting existing industries which are in difficulty because of their location, the legislation has yet to prove its justification. However, in the meantime, it is very desirable that the Act be so implemented as to avoid unnecessary loss of railway revenue and damage to the State economy.

Unfortunately, a number of large and prosperous industries, such as milk and fruit processors, which are logically located in the country, have already beeen " approved " as decentralized industries. They can, therefore, obtain transport concessions the same as industries that are genuinely at a disadvantage because they are in the country.

Wasteful transport

This policy will undoubtedly encourage the development of private transport fleets by large industries, a practice widely acknowledged as being wasteful in terms of general transport economics.

In any case, it has given those industries a lever with which to force rail freight reductions, and already substantial revenue has been lost, or is in jeopardy, through such pressure.

It cannot be too strongly emphasized that the interests of the State would best be served by maintaining as much decentralized industry traffic on rail as practicable, and offsetting by the payment of a

subsidy any disability thus suffered by industries concerned. Such a procedure would enable the State to receive net rail revenue in excess of the subsidy, and it would therefore assist the overall economy.

It was suggested by the Distribution of Population Committee that the railways should be able to retain traffic by vigorously competing for it with improved services and reduced charges. This theory might be sound if rail were able to compete with road on an equal footing, but unfortunately this is not the case.

The railways, in the interests of State development, are obliged to charge low rates for most classes of primary produce, fertilizers, and export traffic, and to offset these concessions more valuable commodities have to be charged substantially higher rates to provide a reasonably balanced revenue. These rates are particularly vulnerable to competitive road transport.

Further, the railways, as common carriers, are required to provide regular services to all localities on the system, irrespective of their size, and to cater for heavy seasonal peak loadings, necessitating heavy capital expenditure on equipment that is required for only part of the time. Road hauliers, who are not common carriers, operate only when payable traffiic is available.

Moreover, the haulier escapes the onerous financial obligation of operating passenger and branch line services at a substantial loss. Although these services are maintained in the overall community interest, the losses arising from their provision have to be borne by railway finances, and consideration of such losses cannot, of course, be disregarded in fixing the charges for rail traffic generally.

Awards not observed

It is relevant to point out that the railways rigidly observe safety regulations and industrial awards, while many road hauliers, and particularly owner-drivers and carriers under contract to large organizations, are able to remain in business only by blatantly ignoring the laws governing speed, hours of driving and overloading. **Their disregard is plainly evident in the numerous newspaper reports of prosecutions for such offences.**

This inequality of operating conditions alone places the railways at a serious competitive disadvantage, but the hauliers' added advantage of being required to pay only a small proportion of the road costs attributable to the operation of their heavy vehicles, further precludes equal competition.

It is not generally realized that when road maintenance charges were introduced in 1956, it was acknowledged by competent authorities that they would not meet the cost of repairing road damage inflicted by heavy vehicles, even if the tax were imposed on all vehicles with a carrying capacity of four tons or over.

No tax paid

The deficiency in meeting the cost of road usage will be apparent when it is realized that no tax is paid for vehicles of any capacity used for the carriage of soft fruits, unprocessed garden and orchard produce (other than potatoes and onions), milk, cream, butter, eggs, meat, fish, flowers or livestock. Moreover, the existing tax makes no provision for the substantial increase in the cost of labour and materials over the past eight years.

Most classes of traffic on which road maintenance fees are not chargeable can move by road without restriction, as they are not subject to the regulating provisions of the transport law. They merely pay an annual licence fee of £2, and paradoxically, many of the vehicles engaged in these movements carry normal railway traffic as back loading under " border hopping " conditions.

In his report to the State Government in 1949 Sir John Elliot said:

" The Transport Regulation Board is bedevilled with a series of 'as of right' freight exemptions which, in my opinion, are too extensive and too complicated to enable the Board to carry out its main task, which is to ensure that road transport is provided where it ought in the public interest to be provided, and to withhold it where its provision is unnecessary, or wastefully competitive with the State railways. "

Hazards for private motorists

Apart from purely economic considerations, the generally congested state of the highways nowadays would appear to be sufficient justification for bringing more goods transport under regulatory control.

For example, the movement of bulk petroleum products by cumbersome road vehicles adds considerably to road congestion and creates additional hazards for the private motorist, yet these products can be safely and economically transported in bulk by rail.

In New South Wales practically all this traffic and most other commodities are only permitted to compete with the railways, in movements over 50 miles, on payment of a tax of 3d. per ton-mile, calculated on the tare weight plus the loading capacity of the vehicle.

These matters have been mentioned in previous annual reports and they are repeated as being worthy of further serious consideration in view of the progressive increase in railway capacity and the constantly growing number of vehicles on the roads.

COMMERCIAL ACTIVITIES

In border areas where road competition was particularly intense, reductions were made in special rates for wool forwarded to Melbourne, Geelong and Portland, and the reduced rates were extended to several additional stations where the wool traffic had seriously declined. The aggregate increase of 14.6 per cent. in wool traffic during the year indicates that these measures have assisted in arresting the drift to road transport.

For some years past, road transport, offering cut rates, has played a major role in the marketing of South Australian cement in the Western District, where Victorian cement was in short supply.

Following the opening of new cement works at Waurn Ponds, near Geelong, early in 1964 and an increase in production by existing works at Fyansford, additional supplies of cement recently became available in country areas.

However, to compete with the South Australian product, it was necessary for local cement manufacturers to reduce their prices, and, in conjunction with this reduction, the Department conceded special rates for cement from Geelong to certain towns in the western and northern areas of the State. This concerted action is having beneficial results both for the railways and Victorian cement manufacturers, as shown by the increase in cement traffic during the year.

Since June 1960, almost 40,000 tons of constructional materials, machinery and other supplies have been forwarded to Cudgewa in connexion with the Snowy Mountains hydro-electric scheme. It is expected that this traffic will increase considerably during the ensuing year.

Intercapital traffic consigned by forwarding agents under the bulk loading scheme has shown a steady increase since the introduction of standard gauge services and bogie exchange. This traffic totalled 534,000 tons for the year, compared with 451,000 tons for 1962-63 and 297,000 tons for 1961-62.

A bulk loading scheme was inaugurated between Melbourne and Wagga Wagga under agreement with a haulier who previously transported a considerable quantity of goods by road between those centres.

The Flexi-Van service introduced between Melbourne and Sydney during 1961-62 has shown further expansion. Eighteen wagons, specially designed for the transport of Flexi-Vans, are in constant use between Melbourne and Sydney, and nine additional wagons are being built in New South Wales to provide for further development of the traffic.

TRAIN SERVICES

Improved and augmented express goods train services were progressively introduced during the year between Melbourne-Sydney and Melbourne-Adelaide. An overnight through goods service from Portland to Melbourne, Mondays to Fridays, began on April 6, 1964. The timetable provides a connexion that gives a daily service between Mount Gambier and Portland.

Beginning on August 5, 1963 altered time-tables for *The Overland* and *Intercapital Daylight* were introduced to provide a connexion between these two services. Passengers have shown a keen appreciation of this service which enables them to complete a journey between Sydney and Adelaide, in either direction, in just under 26 hours.

From December 1, 1963, *Spirit of Progress* was scheduled to stop at Wangaratta and Benalla each morning This enables local residents, on a one-day trip, to spend several additional hours in Melbourne. More convenient schedules were introduced on the Mildura and Yarrawonga lines and improvements made to the Bacchus Marsh and Clarkefield services.

Special traffic

On country lines 92,273 passengers travelled by 337 special trains provided for race meetings, school sports educational excursions, etc., while in the suburban area 99,175 scholars travelled by special and ordinary services in connexion with various school athletic and swimming carnivals.

Rail traffic to and from the 1963 Royal Agricultural Show amounted to 222,294 passengers out of a total Show attendance of 689,526.

Services for metropolitan race and night trotting meetings throughout the year were used by 492,315 patrons.

ROLLING STOCK

The following new rolling stock was built in Departmental Workshops during the year:

Harris suburban trailer carriages	20
VAM twinette sleeping carriage	1
Rail tractor	1
Brake vans (for freight service)	15
ALX wagons (motor cars)	11
MLX wagons (motor bodies)	16
ELX open wagons (general merchandise)	24
JX wagons (bulk cement)	20
SBX wagons (plasterboard)	5
TVF wagons (twin-Flexi-Vans)	5
VLF louvre vans (general merchandise)	29
VHX high capacity louvre vans (general merchandise)	9
Service stock (vans and wagons for departmental traffic)	2

Motive power

The gradual conversion from steam to diesel traction advanced further with the purchase of 25 Y class 650 h.p. diesel-electric shunting locomotives and nine T class 950 h.p. diesel-electric locomotives suitable for either main or branch line passenger and goods services. An additional 11 T class locomotives are to be delivered under the present contract during the ensuing year.

Tenders are invited for a further twenty-five 650 h.p. diesel-electric locomotives to replace obsolete steam locomotives, with deliveries starting early in 1965.

Passenger stock

Five additional 7-carriage *Harris Trains* went into service, allowing a corresponding number of old swing door trains to be scrapped. A VAM twinette sleeping car was put into running for the Melbourne-Canberra and Melbourne-Sydney services.

Goods vehicles

Additional goods vehicles were built and a number of existing vehicles converted for standard gauge running. At June 30 last, the number of vans and wagons available for this type of service totalled 581, of which 255 were actually on standard gauge bogies at that date.

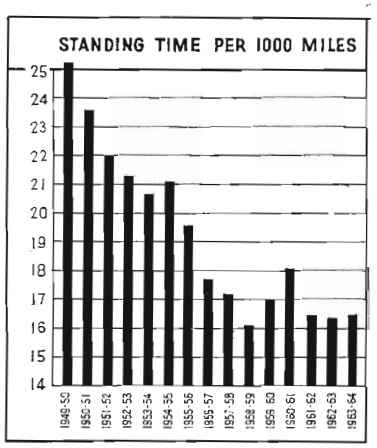
TRACK AND STRUCTURES

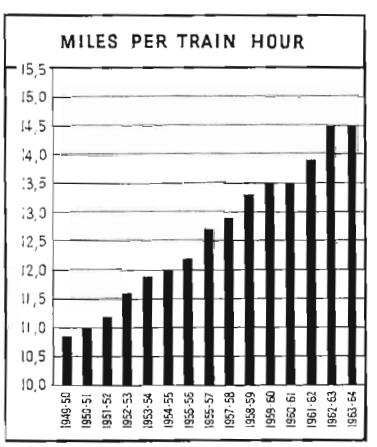
The relaying programme continued throughout the year, 107 miles of track being relaid on country lines and 8 miles in the suburban area.

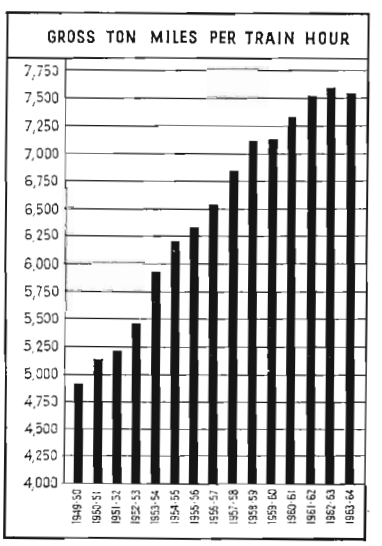
The major country relaying work was carried out by three mechanized gangs working on the Mildura, Warrnambool and Goulburn Valley lines.

Apart from relaying operations, 179 sets of points and 382 crossings were renewed at various locations.

Work on the construction of overpasses at Pascoe Vale Road, Strathmore, and Ballarat Road, Albion, was completed, and a start







Graphs showing some freight train statistics.

OPERATING RESULTS

Statistics of the operating results under some of the principal headings are shown below:—

	1963–64	1962–63	1962–61
Total goods and livestock tonnage	**12,132,015**	**10,840,888**	**10,350,291**
Average haul per ton of goods (miles)	**157**	**156**	**153**
Total ton-miles (goods and livestock)	**1,905,611,979**	**1,693,171,021**	**1,581,012,552**
***Average miles per wagon per day**	**35.82**	**34.00**	**32.50**
***Average ton-miles per wagon per day**	**329.555**	**302.50**	**282.70**
Average tonnage (net) per loaded wagon mile ...	**13.88**	**13.36**	**12.87**
Average ton-miles (net) per goods train hour ...	**3,377**	**3,363**	**3,356**
Contents load per goods train mile (tons)	**289.61**	**284.08**	**287.00**
Percentage of empty wagon mileage to total ...	**33.74**	**33.35**	**32.45**

* *Based on the number of goods vehicles actually available for service.*

Apart from the fact that all previous records were broken in the total tonnage of goods and livestock hauled and also in the total ton-miles of freight operations for the year, these statistics disclose a further considerable improvement in the overall rate of wagon utilization and in operating efficiency generally.

For example, during the past five years the average number of ton-miles per wagon per day has risen from 221.3 to 329.5, while the average net ton-miles per goods train hour has increased from 3,128 to 3,377.

A major factor in this improvement has been the gradually increasing proportion of goods train mileage operated by diesel traction.

made on an overpass at Burnley Street, Burnley.

Boom barriers were installed at three additional level crossings in the metropolitan area and one at Werribee; flashing lights were provided at 19 additional crossings throughout the State.

Duplication work on the Rock Loop-Laverton section of line continued to the extent of funds and manpower available.

In Melbourne Yard, trackwork was rearranged in the East Yard and also in the section allocated to Gippsland traffic.

Private sidings

The marked industrial expansion in Victoria in recent years has been reflected by the provision of private sidings. Unusually large capacity sidings were laid for John Lysaght (Australia) Ltd. at Albion, involving 1.8 miles of trackwork. Three sidings, each half a mile long, were provided at Waurn Ponds for the Victoria Portland Cement Co.

At various other locations, alterations and extensions were made to existing track and siding facilities to meet increased traffic requirements.

COMMUNICATIONS

Reconstruction of the pole line between Melbourne and Bacchus Marsh has begun as the first stage in a scheme to raise the general standard of communications between Melbourne and Serviceton.

Pole lines were erected between the Rock Loop and Laverton in conjunction with track duplication, and also along the route of the new deviation between Moe and Morwell.

A 12 channel carrier telephone system was installed between Melbourne and Wodonga to meet the need for improved communication between Melbourne and Albury, Junee, Sydney and important Victorian stations on the north eastern line.

MISCELLANEOUS

Further progress was made in providing a 50 cycle power supply for the suburban system. Preparation began for the installation of new equipment at Coburg and Pascoe Vale substations; a silicon rectifier unit, the first of its type to be used on the Department's traction system, will be installed in the Coburg substation.

Work was proceeding on the development of an improved type of train indicator for platforms at city terminal stations.

Refreshment Services

Revenue from refreshment services was £1,895,864—a decline of £19,738. The reduction was mainly caused by a diversion of pedestrian traffic during rebuilding at Spencer Street and the temporary closing of the Princes Bridge cafeteria for the Princes Gate scheme. Commercial advertising brought in £109,271—an increase of £4,211.

Suggestions

A wide variety of suggestions for the improvement of the service was submitted by the staff and members of the public. For 71 ideas adopted, cash awards totalling £725 were paid, the highest individual award being £259.

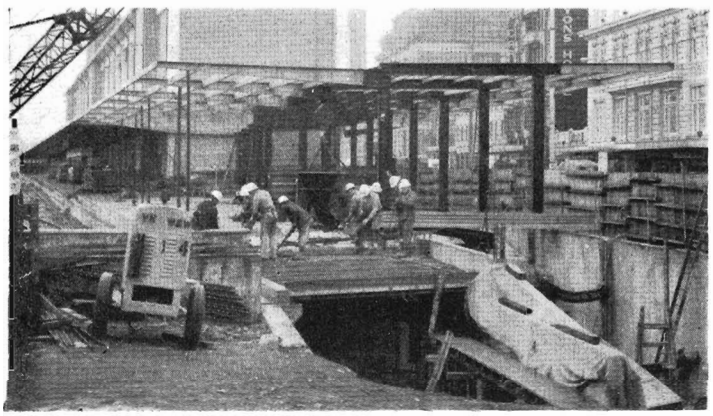
Staff

Staff shortage, coupled with the limitation on overtime imposed by industrial organizations, made the task of handling the record traffic particularly difficult. Persistant efforts were made to recruit staff locally, but the response was so poor that it became necessary to look elsewhere. Two officers were sent to recruit staff in Great Britain.

First aid

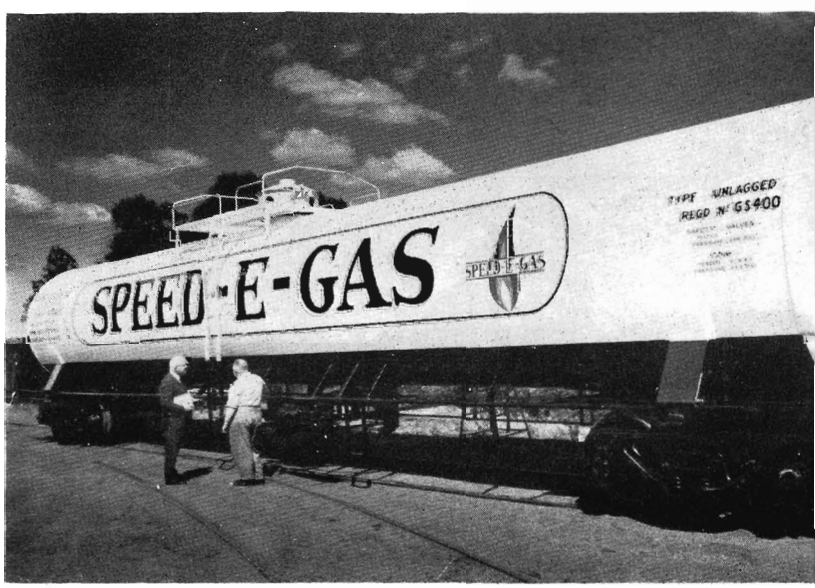
During the year, 816 employees underwent examination in first aid, 61 more than last year.

No. 1 PLATFORM at Flinders Street, already o
in the world, has been lengthened at the west end
it 2,306 ft. long. According to the Railway Yea
only four other railway stations, all in India,
platforms.



AROUND
SYSTEM

AT SPENCER STREET work is going ahead on the final phase of the new terminal. Construction men are roofing the pedestrian ramp that will extend from the subway to Collins Street.



LARGEST TANKER: Australia's largest rail tank car holds up to 37.85 tons of liquefied petroleum gas. Recently built in New South Wales, it can be bogie exchanged for straight through running between Queensland and South Australia. Its coupled length is 59 ft. 2½ in. and loaded weight 72¼ tons.

of the longest
00 ft., making
ook there are
have longer

ECHUCA CENTENARY : The centenary of the opening of the railway line to Echuca was celebrated during the week-end of October 10, when members of the Australian Railway Historical Society travelled in two special trains to that riverside town. One train made a return day trip and the other included a week-end tour of the Cohuna and Balranald lines. The *Centenarian*, hauled by the famous old D3 639, crosses the River Murray bridge on its way to Moama as part of a " suburban " tour of Echuca.
(*Photograph–Riverine Herald*)

◀ Driver Alan J. Emond, of Bendigo, on the footplate of D3 639, after arrival at Echuca. (*Photograph–C. Carroll*)

Councillor J. G. Quinn, Mayor of Echuca, unveils a commemorative plaque at Echuca station. (*Photograph–Riverine Herald*)

DRIVER GOSS WON RACE AGAINST TIME

A little boy on the track no more than 20 yards away. Could he stop his train in time and rescue the toddler before a Williamstown bound train—already running a minute late, and due to arrive at any moment—appeared on the scene ?

This was the predicament that faced 61-year-old Electric Train Driver George Goss last month. It was enough to test the nerves and courage of a much younger man.

But, the veteran did not hesitate as to what action he should take. In such a situation even seconds were vital. Any delay in coming to a decision could end in tragedy.

The 5.5 p.m. train from Williamstown Pier to Flinders Street that George was driving had almost cleared the North Williamstown platform when he caught his first glimpse of three-year-old Michael who was walking across the tracks directly in the path of the oncoming train.

He lived in a house opposite the railway station and is presumed to have entered the yard through a gate near the briquette siding.

Driver Goss applied the brakes of his train and brought it to a stop a few feet from Michael who was quite unconcerned and unaware of the fact that he could have been trapped between two trains.

Driver G. Goss

The driver gathered the little boy in his arms and handed him to Stationmaster Ivan Vojlay who had hastened to the end of the platform to give whatever assistance he could.

The stationmaster had no sooner taken charge of Michael than the 4.48 p.m. Flinders Street to Williamstown train arrived and pulled into the platform on the down side !

It was as close as that !

The curtain on the little station drama was rung down three minutes later when a very much relieved and relaxed electric train driver in the person of George Goss continued his journey to Flinders Street. Those three minutes, he confessed, seemed to him like an eternity.

Stationmaster Vojlay sent one of his staff to get an ice cream for Michael and when he returned with it , took him to the signal box, where he was kept interested until reunited with his mother, who was contacted by local police.

To find children wandering on railway lines is not a new experience for Driver George Goss. During the duplication of the Lilydale-Mooroolbark line he was driving a train one day when he saw a boy and a girl seated on rails that had been placed at the side of the track for the duplication work. He stopped his train and removed the children from the line. On another occasion a boy wandered on to the line at Cheltenham causing Driver Goss to again bring his train to a halt.

One of a family of 11, six girls and five boys, George Goss said that people whose homes are situated near a railway line should keep a careful watch on their children, particularly during school vacation periods.

" It's a nerve racking experience to see a toddler appear from nowhere on the track and have the responsibility suddenly thrust on you of avoiding a tragic accident, the memory of which you could never erase from your mind ", says Driver Goss.

QUEENSLANDER GOES TO 50 CUPS BY TRAIN

EACH year, around Cup time, sees the arrival at Head Office of 72-year-old Mr. J. H. Bell to collect any new railway publicity pamphlets that have been published since his last visit. And those pamphlets certainly earn their cost. For the railways can have few more faithful or enthusiastic passengers than Mr. Bell.

This year, as usual, he came from his home in Maryborough, Queensland, to Melbourne for the Cup carnival. It was his 50th Melbourne Cup. Since the early years of the century, he has made the 1,400-mile trip . . . . and always by train.

" I wouldn't think of travelling any other way ", he said in an interview with *News Letter*.

" The journey's really a holiday in itself . . . you go through such a variety of scene that there's always something to look at through the windows ", he added.

Mr. Bell has travelled on all the interstate services that have operated during the past half century. His favourite is *Southern Aurora*.

" It's like living in a good hotel ", he said.

" You have every luxury in the roomette and—an important thing for anyone travelling alone— there's the opportunity of meeting people in the dining and club cars. And, the conductors are always so kind to you ".

Mr. Bell's experience goes back to the days before World War 1 when he paid for his railway ticket with sovereigns. And, of course, betting was in gold.

" It was lovely to hear the chink of gold as the bookies dived their hands into the bags to pay you ".

He recalls with pleasure the leisurely parades on the lawn with the women resplendent in the flamboyant fashions of Edwardian days. And the Cup night dinner at Menzies Hotel was an event, he said. Melbourne was then the Federal capital and the Governor-General would hold a Cup ball that night. Many of the hotel guests would be attending the ball and services men among them would wear dress uniform that enhanced the brilliant scene at the dinner.

Mr. Bell on his way to the Cup (*Herald* photograph).

In those days of poor communications, Mr. Bell said, many of the bushmen in the remote parts of the Queensland outback would not know the Cup winner until they received a copy of *The Referee*—the popular sporting paper of the time. And then, there would be a general stop-work while they discussed the news.

With his keen enthusiasm for the sport, he has seen most of the great horses that have raced in Australia during the past 50 years or so. He considers Gloaming the fastest horse, Heroic the best-looking, Trafalgar the greatest stayer and Phar Lap . . . just the best horse. The greatest race of all, he considers, was the 1925 Melbourne Cup when Windbag beat Manfred; it was a wonderful finish between two great horses ridden by champion jockeys.

" Melbourne, in Cup time particularly, is a beautiful city " Mr. Bell said. " I always look forward to my visit and, by the way, I do like your new station at Spencer Street and the dining room ".

AMONG OURSELVES . .

From apprentice to manager

ONE of Newport's biggest crowds for many years assembled at the Workshops last month to bid farewell to Mr. R. H. Y. Roach who had been manager since 1943. And it was at the same workshops that Mr. Roach began as an apprentice—at 2/- a day—in 1918.

Even in those early days he foreshadowed his later success. As a result of excellent apprenticeship results, he was awarded a scholarship by the Department, for a course at what was then known as the Workingmens' College (now R.M.I.T.) His average marks each year were over 90% for every subject.

In 1923 Mr. Roach was appointed an engineering assistant, the following year a sub-foreman and, two years later, a foreman. Promotion to Workshops Manager, Bendigo, followed in 1937. Then, from 1940 he was Superintendent of Locomotive Maintenance until his appointment as manager of the Newport Workshops. He is Vice-President of the Williamstown Technical School Committee.

Cover girl

Miss Veronica Boyhan, Secretary's Branch typiste, who is getting married this month, is one of those railway girls who help in Departmental publicity by occasional modelling as passengers etc. In this capacity, Miss Boyhan has appeared on railway posters, booklets and the country time-table. Very successful in ballroom dancing, she was a winner of the Victorian, Australian, Australasian and Moomba championships.

Came from England

Head Gardener W. (Bill) Frain points to the growth made by a cedar he planted 28 years ago. It is now about 14 ft. high. In 1921 Mr. Frain came from England where he was head gardener on an estate. He joined the Department in 1934 and has been head gardener for the past 12 years. His section dispatches between 5,000 and 10,000 shrubs etc. yearly for the improvement of stations, residences and other V.R. property.

At the Newport Workshops farewell to its manager, Mr. R. H. Y. Roach, the Chief Mechanical Engineer, Mr. W. O. Galletly (*left*) wishes him best of luck.

Flinders Street reunion

(From left) Messrs. Noel Biggin, Barry Marks, Igor Karbanenco and Henry Konieczny are enjoying themselves at the recent annual reunion of past and present Flinders Street booking clerks. Nearly 90 attended the social, which was held at the South Melbourne Town Hall. *(Photograph: Mrs. Bunworth).*

Last of the first

Mr. Levey

AS far as is known, Mr. H. Levey who retired last month as Outdoor Superintendent (Traffic Branch) is the last V.R. man to retire who joined the first A.I.F. while in the Department. He began at Melbourne Goods in 1915, on the small wage of about 21/- a week but with the impressive grading of Supernumerary Acting Junior Daily Paid Clerk. Two years later, he received a rise to 5/- a day—when he enlisted in the A.I.F.

After service abroad with the 29th infantry battalion, he resumed with the Department at the Staff Office. Then followed years of work and valuable experience in various grades and stations all over the system . . . an A.S.M. at West Footscray . . . S.M. at Stanhope . . . Train Controller at Seymour and Melbourne . . . S.M. at Spencer Street . . . it's safe to say that Mr. Levey has worked—either as S.M. or D.S.—at every major station in Victoria.

His appointment as Relieving District Superintendent was made in 1953. Later, Mr. Levey was D.S. at Ballarat and Geelong before becoming Metropolitan Superintendent in 1956, Superintendent of Train Services in '58 and Outdoor Superintendent in 1960. For a period, recently, he was Acting Chief Traffic Manager.

V.R. man in Antarctic

WHEN the *Nella Dan* leaves towards the end of this month for Mawson, it will have on board a Victorian railwayman in the person of Mr. D. Allison, engineer from the Electrical Engineering Branch, on special leave from the Department. He is one of the group who will be at Mawson until March 1966. About 26 men will be in the party, and Mr. Allison's work at the base will be with the electrical and allied equipment. Since September, he and the other members of the party have been in training with the Antarctic Division in Melbourne. At the training quarters, incidentally, they have a cold room that can get down to 100 degrees below freezing.

Going abroad

MR. F. H. ROSS, who recently retired after six years as Sandringham's S.M. is at present very busy catching up on the jobs that have to be done around the house. But next year, he hopes to leave for a trip overseas. Altogether, he had 49 years service.

A trier

THEY showed him the job that couldn't be done.
With a will, he went right to it.
He tried the job that couldn't be done.
And found he couldn't do it.

RECENT RETIREMENTS . . . .

ROLLING STOCK BRANCH

Skilbeck, O. S., Bendigo North
Gossip, G. E., North Melbourne
Parker, O. A., Train Lighting Depot
Clements, F., Geelong
McFarlane, W. A., Ararat
Geoghegan, A., Seymour
Glenister, A. J., Newport
Glenn, A. E., Newport
Williamson, G., Jolimont
Dowling, A. N., North Melbourne
Roach, R. H. Y., Newport
Cockerill, W. J., Ballarat North
Barclay, J., Newport
Reed, A. C., Bendigo North
Bathie, D., Newport
Gatt, F. W., Newport
Costanino, F., Jolimont
Dooley, D., Ballarat
Porter, A. E., Newport

TRAFFIC BRANCH

Wells, S., Flinders Street
Godber, R. R., Melbourne Goods
Leo, J. A., C/o Metro. Sup't.
Johntson, W. R., Melbourne Goods
Ninham, C. R. A., Melbourne Goods
Cox, N. W., Flinders Street
Thorburn, S. F., Melbourne Goods
Gregson, L. S., Chelsea Group
Levey, H., Head Office
Totino, R., Melbourne Goods
Larkins, J. F., Head Office
Dennett, W. R., Mildura
Thomas, H. C., Head Office
Brownfield, C. G., Melbourne Goods
Jarrett, M., Macaulay

ACCOUNTANCY BRANCH

Steele, L. E. (Mrs.), Head Office

WAY AND WORKS BRANCH

Forster, J. J., Special Works
Ellis, S. A., P.W.M.D. Spotswood
Doolan, A. T., Warragul
Pitcher, J. T., North Geelong
Piggott, W. A., Glenroy
Nalder, F. W., Epsom
Clark, G. A. J. M., Newport
Brady, R. J., Meredith
Morrissey, T. J., Hamilton
Frain, W. H., Spencer Street
Henshaw, J. W., Spotswood
Neagle, S. P. H. (Mrs.), Dimboola
Balcombe, H. W., Port Fairy
Cilurnik, P., Geelong
Potter, G. L., Korumburra

STORES BRANCH

McLean, C. R. J., Newport Workshops Storehouse
Dunne, B. J., Spotswood General Storehouse

. . . . AND DEATHS

TRAFFIC BRANCH

Mildrew, F., Melbourne Goods
Gleeson, W. B., Warrnambool

ELECTRICAL ENGINEERING BRANCH

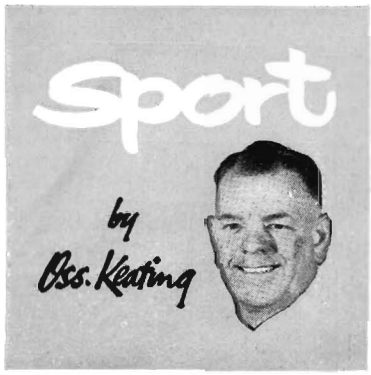
Purtell, T. J., Electrical Workshops

WAY AND WORKS BRANCH

McCartney, G. B., Sale
Hyde, D. H., Mitre
Oswiany, L., C/o Line Supervisor
Sandlant, L. G., Terang

NEWS LETTER INDEX FOR 1964

HERE is a page reference to selected items in the January to December 1964 issues.



Women's Amateur Athletic Club

FROM reports filtering in, it would appear that the V.R.I.W.A.A.C. is once again becoming a power in women's athletics. Wilma Collins, who worked for some years in the Secretary's Branch, and who was Victorian and Australian Hurdles champion, has returned to the Club and is assisting in the coaching of the girls. Three senior and two junior teams have been entered in the 1964–65 summer track competition and all teams are performing particularly well. The new grading system, being tried out for the first time this season, ensures that the girls are competing against opponents of equal standard each Saturday and this keen competition has resulted in some excellent performances.

The annual match against the New South Wales Eastern Suburbs Club will be held in Melbourne on January 31 next. All members of the Club will be competing. Incidently, there are quite a few vacancies in each team for field game exponents so if there are any lasses in the Department who feel that they would like to take up long or high jumping, javelin or discus throwing, shot putting etc., then they should contact Miss Neville (auto 1577) right away.

Sporting Station Master

THIS title would rest snugly on the shoulders of Bill Davidson, Robinvale's S.M. Joining the Department in 1944 as a lad porter at Euroa, Bill began his football career in that town, graduating from junior teams through the reserves, until he won a regular place in the senior side. As he moved around the system he played senior football with Seymour, Myrtleford, Bass and finally Robinvale, where he has been playing coach of the reserve team for the past two years (as a matter of interest, John James, former Carlton champion, was playing coach of the seniors). He climaxed a great career by taking out the 1964 premiership. Bill now feels that his playing days are over and he will concentrate on coaching junior teams in the district.

But football is not Bill Davidson's only sporting love. Since 1953 he has been one of the stalwarts of our Country Tennis Week and is a player of no mean ability. He takes a keen interest in swimming and coaches quite a few youngsters in this branch of sport. Finally he is a more than useful bike rider, with many wins to his credit.

Bill reckons that his diet (particularly his partiality to rabbit) has contributed greatly to his sporting success. Seriously, we offer our congratulations on the 1964 premiership and our hope that he may continue for many years to take an interest in the youth of Robinvale. We look forward to seeing him at the next Country Tennis week.

Ladies' Basketball

THE 1964 season has almost concluded, and unfortunately only one of our three teams will be taking part in the finals. V.R.I. 1, fielding an entirely new team, had a disappointing year, but, provided the youngsters retain their keeness, the experience gained should ensue a rapid improvement next season. V.R.I. 2 were a little unlucky. After being in the top four during most of the year, they lost a few vital matches and ended the season in fifth place. A good, if disappointing performance, but with very little improvement they could be a pennant proposition in '65.

The third team, Melbourne Goods, have had a great year. Always on or near the top of their section, they finished as outright leaders. They go into the finals confident that if they can hold their form, they should just about pull off the flag.

Cricket

AFTER two rounds of cricket, it has become apparent that last years premiers, Stores, are the team to beat. Their well balanced side has comfortably accounted for both Loco and Suburban Lines and on form they should beat Spotswood when they meet. Scores in matches completed to date are :

First round :

Stores 162 (Pitcher 71, Short 23) beat Loco. 22 and 5/69 (Robertson 4/7, Figgis 5/11); Suburban Lines 157 (Hill 83, McCodman 42, Collings 5/39) and 4/12 beat Spotswood 53 (Ingram 6/39).

Second round :

Stores 177 (Jenkins 70, Pitcher 52, Cooney 20, Hill 4/47, De Silva 2/8) beat Suburban Lines 65 (Ingram 31, Figgis 3/25, Short 2/4);

Codon 82 (Evans 29 n.o., Hopkinson 21, Smith 5/21) and 81 (Hopkinson 46, Locke 20, Rilen 3/15) lost to Spotswood 120 (Lees 48, Smith 19, Rilen 17 n.o., Hopkinson 5/51, Aldred 3/24).

In the first days play of the third round, on rain soaked wickets, the scores were as follows : Suburban Lines 1/35 declared and 4/16 (Hopkinson 3/8) beat Codon 24 (Ingram 5/4) and 26 (Ingram 2/8, Hill 2/14). Spotswood 2/128 (Lees 67, Duggan 34, Smith 16 n.o.) V Loco.

Players are again reminded that the Interstate Carnival will be held in Melbourne from February 16–25 next, and any player desiring selection in the Victorian team should contact Mr. Bill Crowe (Hon. Secretary, V.R.I.C.A.) or ring Auto 1109 without delay.

Skipper G. Lees (Spotswood) was caught out when he skied this ball in the match with Codon.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne 4363—64

1965

Terminating dates of pay fortnights shown in Green
○ Public holidays (Good Friday, 1966—April 8)
An extra public holiday at Christmas may be determined, in September 1965

1965

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

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

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

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