

VICTORIAN RAILWAYS

# NEWS LETTER

JANUARY



1968



## AN IMPORTANT YEAR...

I send greetings for the New Year to all railwaymen.

As Minister of Transport I believe that every form of transport has its place in a modern community; there can be no doubt of the important part to be played by railways.

I also believe that the emphasis being placed, all over the world, on the importance of fixed track transport is starting to have an impact in Australia. I consider that all railwaymen should regard it as part of their duty to see that all those with whom they come in contact realize the job which railways already do and can do in the future.

I hope that 1968 will be a year to see considerable pro-



The Hon. Vernon Wilcox M. P.  
gress in the public transport field—it can be if all of us play our part.  
Vernon F. Wilcox

### Drought help

THE Railways, in co-operation with the State Government's drought relief organization, are providing relief employment for 105 local residents in drought-affected areas, for periods up to three months.

The State Government is supplying \$70,000 for employing the men on railway works.

Work is being given in the Hamilton, Horsham, Murtoa, Warracknabeal, Redcliffs, Dimboola, and Wycheproof districts, on track relaying and renewal of sleepers, reconstruction of pole lines and bridge repairs, and by augmenting local track gangs for maintenance work.

The employment of these local residents enables many urgently needed works to be done in the districts concerned—works that will bring permanent, long-range benefits to the Railways.

The employment vacancies are being allotted by the Commonwealth Employment Service in each of the drought-affected areas, in conjunction with the Railways.

### Carriages for *The Overland*

TWO more air-conditioned twinette sleeping carriages, each with accommodation for 20 passengers, have been provided for *The Overland*.

The first of the additional jointly owned Victorian and South Australian

Railways carriages was in the make-up of *The Overland* when it arrived in Melbourne on December 15.

The new twinettes have the aboriginal names of Tawarri (*Evening Breeze*) and Yankai (*Walkabout*). They bring the strength of the air-conditioned sleeping carriages available for *The Overland* twin trains up to 18—ten twinettes and eight roomettes.

Interior layout improvements include more space under wardrobes for full-size suitcases, a better carriage walk-through design, and more cabin room to aid conductors in the preparation of the Continental tray breakfast.

### Railway pay helps country

THE value of the country railwayman and his regular fortnightly pay packet to local business, and other people's jobs, is being more widely appreciated; especially in many depressed drought areas.

A selection of 22 of the larger railway staff locations, covering most districts in the State, revealed a distribution of about 5,500 railwaymen who contribute nearly \$½ million each fortnight to the income of country towns.

These figures do not take into account an appreciable number of railwaymen at smaller places whose wages added to the income of their nearest town.

### Talks to schools

JUST before Christmas, a series of talks to children in metropolitan schools began. The talks which are being given by Mr. E. W. Turner, Railway Investigation Officer, have for their theme—*Travelling by Train*. Mr. Turner points out that many children have a genuine curiosity about railways and the equipment used in train running. Unfortunately, this sometimes leads to youngsters putting themselves in danger when on railway property. He adds that the Department offers an information service, including free literature, to cater for railway enthusiasts, and it also arranges for school parties to make guided tours of interesting railway locations. As well, the Department is only too pleased to put any individual youngster in touch with a railway society or club in which he can follow his railway interest in a safe way.

Mr. Turner also points out the anti-social aspect of the prankish behaviour of a minority of students, and their risk of prosecution.

In the talks already given, great interest has been shown both by students and school authorities.

### Known overseas

PUFFING BILLY'S fame has spread well beyond these shores. Last month, a letter was received from T. and C. Larsen of Petaluma, California, U.S.A., enclosing an envelope (together with a reply coupon) that the senders asked to have carried on a *Puffing Billy* trip, and then mailed back, with an autograph showing that the envelope was so carried. The senders explained that it was for their "personal envelope collection called *Trains of the World Trip Covers*".

### FRONT COVER

Hauling a special train for the 100th tour of the Australian Railway Historical Society (Victorian Division), these two R class locomotives made a dramatic picture as they passed through Lethbridge en route to St. Arnaud.

## S.G. freight booms

A record total of 181,357 tons of freight was carried on the Melbourne-Albury standard gauge line during the four weeks ended October 21. The freight comprised 116,586 tons to Melbourne and 64,771 tons from Melbourne. This represented an 11 per cent increase over the tonnage handled in the corresponding period last year, and a 127 per cent increase over the same period during the line's first year of operation, in 1962. Total freight carried on the line since it was opened in January 1962 was 9,272,993 tons. It is estimated that the 10 million tons mark will be reached about March.

## One-class travel

ON February 1, first-class travel on the Yarram and Wonthaggi lines will be abolished and one-class fares introduced.

Records have shown that there is very little demand for first-class accommodation on these lines.

The existing second-class fare between Melbourne and Yarram or Wonthaggi will cover travel in either the first or second-class compartments of rail motors. First-class carriages will not be included in the locomotive-hauled trains on the Yarram and Wonthaggi lines. The air-conditioned second-class carriages, however, will be retained in the Yarram trains.

As this type of carriage has a capital value of \$150,000 each, the Department must operate them to the best advantage.

The first-class air-conditioned carriage so released will be transferred to the 7.25 a.m. up and the 5.25 p.m. down Ballarat trains, on which there is a substantial demand for first-class travel.

## Station parking

A folder has been produced by the Royal Automobile Club of Victoria, for free distribution to its members, showing parking facilities at suburban stations, and M.M.T.B. tram and bus routes.

## A.R.H.S. Divisional Diary

A special edition of the *Divisional Diary* of the Victorian Division of the Australian Railway Historical Society was produced for the 10th anniversary of the magazine, in November. The *Divisional Diary* records current railway news items from Victoria and Tasmania, and is available to members of the A.R.H.S.

## Scholars' tour

NEARLY 100 Mount Waverley High School students, and teachers, made a 758-mile, 6-day educational train tour through western, central and northern Victoria, last month.

## V.R. CHAIRMAN COMMENTS

# PEOPLE ARE IMPORTANT

**P**EOPL**E** are Important was the theme of an address given by Mr. A. L. Cahill (President, Melbourne Trades Hall Council) to the opening plenary session of the 1967 Victorian Industrial Safety Convention.

People are certainly important in the field of safety. And they are just as important in the business of transport. Every year, 146 million passenger journeys are made on the Victorian Railways. And, as far as we are concerned, every one of them is made by an important person—a customer.

From the moment the customer makes contact with the Department—

whether it is an approach to a booking or parcels window or a ring on the telephone—we are on trial. The railways are judged by the service given to those important people. A friendly word and smile . . . help or information readily given . . . these are the things that are due to our customers, and these are what they expect.

This applies not only to passengers. Freight business, of course, also means dealing with people. And much can be done in this field to hold and increase our vital freight traffic.

It's worth remembering why people are so important to us—they keep us in business.

The party travelled in a special train comprising five sleeping carriages, a dining carriage, a hot and cold shower carriage, a sitting carriage for day use and assembly, and an electrical power generator van.

Highlights of the trip included :

- boat cruise at Geelong;
- visit to Fletcher Jones factory and gardens, at Warrnambool;
- tour to the Tower Hill extinct volcano crater, near Koroit;
- harbour tour at Portland;
- visit to "Neerim Beek" sheep station, Glenthompson, on which is based a geography text-book study;
- Grampians tour from Ararat;
- historical tours in Ballarat;
- tours of Bendigo and Echuca; and
- inspections of dairy farms and condensery at Tongala.

During the tour, students produced a daily newspaper, *The Ex-*

*press*, that was issued at breakfast. At Warrnambool, students staged a concert, *The Railway Review*, when entertaining representatives of the Warrnambool Technical School on the train.

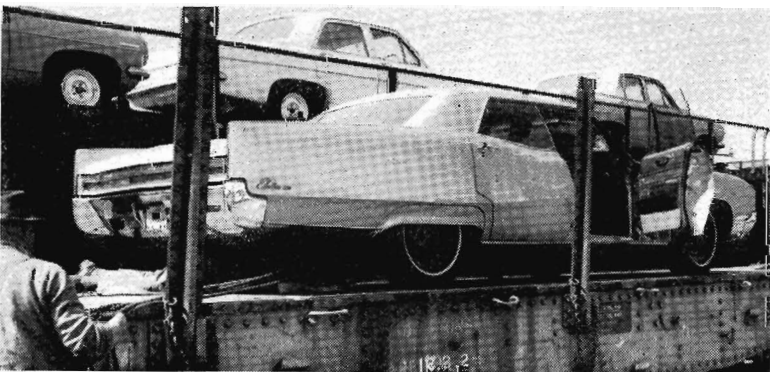
## Carriage alterations

**T**HE first-class PL country excursion carriages are being changed to second-class. Seating will be unaltered and will provide a better standard for second-class passengers. At a later date, a number of side corridor carriages of the AW and ABW types will be similarly converted.

In future, the non-air-conditioned first-class accommodation on all country trains will be entirely of the corridor type.

With this conversion, all older country carriages will be withdrawn from service, except a small number that will be retained at the request of various organizations for excursion trips.

## Long trip for costly car



Shown being loaded at Dynon, this Buick, valued at \$12,000, was on its way to Perth.

# “WHY DID YOU CHAUFFEUR YOURSELF THIS MORNING?”

THIS was the title of a talk recently given by Mr. G. F. Brown, Chairman of Commissioners, to Melbourne Rotary. In the address—which is published below—Mr. Brown discussed, among other things,

- the solution to Melbourne’s main traffic problem;
- and how to get the best value for money spent on metropolitan transport.

“I chose the title to emphasize the point that every trip by private car into the city area today—and every day—is the result of individual choice”, said Mr. Brown.

“If you do not own a motor car your choice of travel mode is limited to competing public transport systems. The motor car owner who travels daily to the central business district, however, is not compelled to use his car for that purpose, no matter where he lives, as completion of the congested inner suburban portion of the journey by public transport, using either the *kiss’n’ride* or *park’n’ride* method, is always open to him if the old-fashioned *walk’n’ride* method is unacceptable.

Dealing with travel to and from the city area, Mr. Brown pointed out that there was a vast volume of daily passenger movement not related to the central business district as a focal point, and which could be called cross-country, for which private cars offered such advantages of speed and convenience that their use was inevitable.

But as far as travel to and from the city was concerned it was the sum total of individual choice by motor car owners that gave rise to “the traffic problem”.

Many approaches to a solution of this problem appeared to be based on the premise that this decision was automatic, that, in fact, every motor car owner who travelled daily to the city would do so by car if only the road and parking systems were adequate. All you had to do to solve the problem, therefore, was to provide road and parking systems big enough to hold all the cars. The cost of tackling the job this way was only a matter of thinking of enough noughts, and if, in the process, you destroyed millions of dollars worth of rateable property and knocked down a big proportion of the city centre, then, this was just part of the unavoidable cost of owning a magnificent, ultra-modern road system—which would, in practice, still bring traffic to a crawl at peak periods.

## HORRIBLE EXAMPLE

To anyone who felt that this was an exaggeration, a look should be taken at Los Angeles.

What had happened in that city was a horrible example of the result of motor car owners losing their choice of travel mode to the city area because public transport had been allowed to decline to such a low ebb that there existed no really worthwhile choice at all.

Today, 66 per cent of the entire land area of Los Angeles central business area had been given over to roadways and parking.

Fortunately, it was now realized that further surrender to the motor car was not the answer, and that the only feasible solution was for rapid transit to take up a major portion of the peak period traffic load.

Rapid transit, instead of seeking to wreck the city’s heart, infused new life and growth. Outside the central business district, for a far smaller land occupancy than a freeway, a rapid transit line could carry many more passengers at a fraction of the cost per passenger carried.

There was a simple but fundamental difference between rapid transit and mass transit, continued Mr. Brown.

*Mass transit* might simply mean that a significant number of people were moved past a given point per unit of time. For example, a bus, as a unit of mass transit might carry up to 50 passengers past a given point in the same time as a private car would move only an average of, say, 1.5 to 2 persons. However, the bus was mingled with various assortments of private cars, trucks and transport vehicles—all travelling at speeds according to their loads, horsepower and manoeuvrability—and therefore could not be any more rapid than the traffic with which it was mixed. *Rapid transit*, unlike mass transit, must have its own exclusive right-of-way, to assure mobility and scheduled departure and arrival

times for the travelling public. The term did not necessarily imply high speed, but it did and must mean separation from all other traffic. It was economic only in areas of high density population close to large cities.

“In Melbourne, fortunately—and how many realize just how fortunate we are—freedom of choice for the motor car owner still exists.

“If we are determined not to repeat here, and with a time lag of 10 years, every mistake made in America, it is a freedom of choice which Melbourne citizens will not lose. If we don’t show that determination now, we fail to appreciate that the cities of U.S.A. have realized their mistake and are setting out to rectify the position with Federally subsidized commuter services.

“I am confident that Melbourne will not rush madly down the wrong path, and do not subscribe to the assumption that every city-oriented motor car owner would drive his car to and from work if only we had enough freeways and parking stations.

“It was worthwhile to examine some of the factors which affected the decision of each motorist whether to exercise his freedom of choice to use public transport or not”, added Mr. Brown.

For a start, the suggestion that people drove their cars to and from the city as a matter of status, could be discarded; while there was a time when any senior executive who did not turn up in his own (or the firm’s) chariot thereby tended to lose face, it was a long time since the Joneses got their car, and the community had reached that stage of maturity in which it was no longer essential to pilot oneself to work in order to prove that one had arrived.

## Cost and speed

Cost was a factor which played its part in influencing the choice of travel, but this factor was often greatly over-emphasized in an affluent society.

Speed—that is, actual over-the-road speed—could not be all that

important, or more people would travel by train in peak periods. Total elapsed time between home and work might, of course, be another matter—but this was a subject that called for some comment.

Even on the broad motorways of Los Angeles the traffic congestion became so overwhelming—in spite of the overpasses, clover-leaf entries and the like—that it could take up to half-an-hour to travel a distance that could be walked in five minutes.

Personal experience showed that taxis would not enter certain busy areas, and walking had become the only sure way to travel.

Many motoring commuters might be influenced in favour of their cars by the fact that, owing to the distance they lived from a railway station, they might be able to complete their home-to-work journey 10 or 15 minutes faster by driving direct than by driving or being driven to a suitable suburban station.

This line of thinking overlooked the fact that the time spent in travelling by train could be put to productive use, particularly reading, whereas the time spent driving one's car in city traffic was a total loss.

"We all know, whatever our field, what an unrelenting problem it is to find time to absorb the ever-growing flood of printed matter designed to keep us up to date with the latest developments; yet so many of us are ready to voluntarily squander an hour or so a day, not catching up on this reading, or even relaxing—which *would* be beneficial—but undertaking what can only be regarded, at best, as a second arduous and unpaid form of employment. To cap it off, they then imagine they have 'saved' time compared with that longer trip involving the train!

"If you are a busy man and over 40, overindulgence in your own car is far more likely to bring about your undoing than being skittled by somebody else's. That 10 minutes a day spent walking could be one of the best investments you have ever made".

### Convenience

Convenience—the ability to travel the whole distance from home to work in the one vehicle, and choose one's own time for doing so—was probably the greatest single factor influencing the decision to travel daily by private car. This was an aspect public transport could not aspire to match, and must therefore try to offset it by greater advantages elsewhere.

Those who did drive to work probably just drifted into the habit, or were pushed into it in the period

following the war when, with the funds available, the railway system was unable to simultaneously keep up with the needs of the rapidly growing outer suburban areas and look after its inner suburban patrons too.

"Whatever the cause, the car-driving habit—like all bad habits!—is hard to break".

The case in favour of public transport, and particularly fixed rail transport, with its safety factor and absence of air pollution was very strong, continued Mr. Brown.

**"Only by a heavy reliance on rapid transit could a city such as Melbourne continue to exist in the form we know".**

## A CHANGE IN U.S.A.

The situation in America was similar although on a much larger scale.

Until recently, cities there had spent most of their money and energies on building more and better roadway systems, so that more and bigger automobiles could transport a small proportion of the people about their daily business.

*In the last few years, however, there has been a complete reversal of thinking.*

Public officials, planners, traffic engineers, and even many highway engineers, were now aware that highways alone could not provide the solution to the urban transportation problem.

The most significant development was the recognition by the U.S. Federal Government that rapid transit was one of the most important parts of a co-ordinated transport system. This resulted in the Urban Mass Transportation Acts signed by President Johnson in 1964 and 1966, which provided respectively US\$375,000,000 over a 3-year period on a 2 for 1 basis towards the development of rapid transit as part of a fully co-ordinated transportation system and a further \$US150,000,000 in each of 1968 and 1969. (See *News Letter*, May, 1967, pages 69–70).

At a White House Ceremony on September 8, 1966, President Johnson, when signing the Act, made these comments:

"We are committed to better systems for getting our people to work and home again with speed, safety, economy and comfort. "In the next 40 years, we must

completely renew our cities. The alternative is disaster. Gaping needs must be met in health, education, in job opportunities, and in housing. *And not a single one of these needs can be fully met until we rebuild our mass transportation systems".*

President Johnson explained that the 1964 Act, of which the new Act was a continuance, affirmed the right of every man to reach his job in a reasonable time at a reasonable cost.

Mr. Brown pointed out that it was Melbourne's fixed rail systems that made its growth and development possible in the first place. In spite of the subsequent impact of the motor car, it was only by properly nurturing these fixed rail systems, by exploiting their enormous potential to absorb the fruits of modern technological developments, that the city's future as a unified, though dispersed, entity with a vital, dynamic heart, could be assured.

We had inherited a comprehensive fixed-rail transport network that had not been rendered obsolete, in any fundamental sense, by more modern developments such as guided rubber-tyred vehicles or monorails.

## WHICH SYSTEM IS BEST?

San Francisco (whose citizens, having had more than their fill of being tied to their motor cars, came to the conclusion that they wanted good public transport so badly that they were willing to *pay* for it—to the tune of up to \$27 extra tax per year) called in a consortium of consulting engineers and gave them an open cheque to come up with the best answer. They were now building just what we already had in Melbourne—a system using steel wheels running on two steel rails.

In arriving at this decision, the consulting engineers had a look at all the suggested alternatives—top-supported monorail, bottom-supported monobeam, and bottom-supported and rubber-tyred vehicles using guideways.

The criteria which governed the decision were safety and dependability; speed; convenience of transfer to and from feeder services; comfort; appearance; quiet; flexibility; high capacity; adaptability to operation above, on, or under the ground; suitability for electronic operation; and economy.

An even later study in Boston had again shown that the steel wheel on the steel rail was the most economical method of moving people; buses in their own road lane separate from



Work in progress at St. Kilda Junction on which \$12 million will be spent. As a result, it has been estimated that vehicles carrying about 4,800 more people will be able to enter the city through this gateway. The additional cost is \$2,500 per person. For \$5½ million spent on the Box Hill group of railway lines, facilities could be provided for trains carrying an extra 22,000 passengers. This gives an outlay per head of about \$250—that is one-tenth of the outlay per person at St. Kilda Junction.

other traffic were examined but found to be uneconomic.

“The citizens of Melbourne can have computer-controlled, ultra-modern trains too, when, like the citizens of San Francisco, they want them badly enough to be willing to pay for them. The basic framework is there—it is up to them whether it is built on”.

## PUBLIC PURSE MUST PAY

**No city would ever get the best in public transport if it insists on expecting its public transport systems to meet all costs, (including the provision and maintenance of their right-of-way and other fixed structures,) from their revenue.**

It was this *fare-box* philosophy that virtually killed effective mass transport in many American cities until hard experience with the effects of almost complete dependence on the motor car, bred a more enlightened approach to the financing of public transport systems.

This enlightened approach accepted the fact that, to meet the transport needs of a big city two kinds of “roads” were needed—hard-top roads for private motor cars and buses, and steel roads for public mass transport vehicles.

Both types of roads must be built and maintained from the public purse; this was the only equitable way. It did not matter whether you personally used only one or the other of these “roads”, or neither, for that matter; the city could not continue to exist effectively without both, and everybody must help pay for them. They, like drainage, sewerage facilities, water supply, and education, were essential services and must be provided regardless of cost or who pays.

Having reached this stage, the individual commuter then had a free and comparable choice: he could use his motor car to run on one type of road, or pay his fare and travel by the public transport vehicle that runs on the other. In the latter event, the fares paid must be sufficient

to meet the cost of operating and maintaining the public-transport vehicles; they then became truly comparable with the cost of owning and running a motor car.

To those citizens who still felt that having to pay for such a dual road system was unfair, on the “I don’t use public transport, why should I pay for it?” line of reasoning, it must be emphasized that a system of this type would cost those citizens a great deal less in the long run than a purely motor-road system having any pretence to do the same job.

“I do *not* subscribe to the contention that unless x millions a year are spent on freeways for y years (x being about four times as much as the Treasurer can possibly afford), the city’s traffic will grind to a halt by the year z. The Treasurer will continue to make available for transport whatever funds he can, having regard to all the other pressing demands upon his limited resources, and the city’s traffic will not grind to a halt—provided these transport funds are spent to the best advantage”, said Mr. Brown.

## ST. KILDA JUNCTION

To take a concrete example, we were spending about \$12 million (of which approximately one-quarter would come from the Metropolitan Improvement Rate) on the work at St. Kilda Junction. The peak capacity of the old Junction was 4,000 vehicles one way per hour. For the \$12 million we would be able to move an additional 3,200 vehicles in the morning peak hour and, of course, out again in the evening peak. At 1½ persons per vehicle, this meant that 4,800 more people would be able to enter the city through this gateway at an additional cost of \$2,500 per person. *The interest on this expenditure was about eight times the annual registration fee for every additional car that can be pushed through the Junction.*

**Now let us compare this with what could be achieved by spending money on railway improvements. On the Box Hill group we wanted to spend \$5½ million to provide trackwork and signalling that would meet all foreseeable needs up to about the year 2000. These facilities would provide paths in the peak for an extra 22 trains with a capacity of at least 22,000 passengers, giving an outlay per head of extra capacity of about \$250—that is, one-tenth of the outlay per head involved at St. Kilda junction.**

These figures included only the tracks, not the vehicles. The cost per head of the electric trains required was about one-quarter of the equivalent capacity in motor cars.

With the remaining \$6½ million we could lay a third track from Caulfield to Cheltenham—another job that would provide all the extra capacity likely to be needed in the area until the turn of the century.

In a recent talk on Melbourne's traffic problems it was suggested that, because a single rail track could easily move 50,000 passengers per hour, no route into the city handled enough passengers to justify a railway. This ivory tower view completely overlooked the fact that, per passenger carried, the provision of mass transit facilities by rail for much smaller numbers was *cheaper* than by road. (For example, the new Eastern Suburbs Railway in Sydney was recommended by the American firm of De Leuw, Cather & Co. on the basis of an expected traffic flow of 10,000 to 15,000 passengers per hour by 1983).

### 14 more freeways

If the 65,000 passengers brought into Melbourne each morning by rail during the peak period were to

be thrown on to the road system, we would require another 14 freeways, equivalent to the South Eastern Freeway, at a cost in excess of \$200 million, plus another 43,000 car parking spaces in the city. Where would we put the city itself? It seemed that, unless some better mass transport facilities were provided, there would be a gradual trend towards the demolition of buildings to make room for automobiles.

When money spent on fixed rail facilities produced so much more result than when spent on roads, would it not be sensible to apply a bigger share of the limited funds that were available, irrespective of their source, to improve the railway system to the extent that, for travel to and from the central business district, it could attract more and more thinking commuters away from the daily grind by car?

Was it not more logical to first build up the public transport system—which could do the job at lower cost both initially and daily and which enhanced, rather than destroyed, property values—and then assess what sort of a road system was necessary for those commuters who still preferred to reach the central business district by car?

*The railway right-of-way already existed, and could be vastly extended without demolishing a private home or rateable property.*

Finally, as the most logical avenue for private car commuter travel were those cross-suburban movements with insufficient volume or focus to justify mass public transport, would it not be more logical to concentrate road funds on these ring routes rather than on radial roads leading to the central business district, which merely duplicated a job that could be done better by public transport?

### A comparison

A rapid transit system (railway) required a tract of land 27 ft. wide to convey 50,000 people an hour in either direction.

Buses required 108 ft. of road width to carry a similar load, and even then, each bus must be loaded with 70 passengers.

Private cars that each carried less than two people (average) would require 30 lanes in each direction, or 650 ft. width of road to cope with the same load.

“The people who today are making the greatest contribution to solving Melbourne's traffic problems are *not* the traffic engineers, city planners or designers and builders of more and better freeways. They

are the people who choose to place their seats on a train seat each morning, rather than on the seat of the automobile which, with its insatiable demand for parking area, is eating away the heart of our city”, concluded Mr. Brown.

## APPRECIATION

### Hamilton and Casterton

I am writing on behalf of the Casterton Stock Agents Association to congratulate the railways on the service we have received since the loop line has been completed at the Casterton Saleyards.

We must also mention the tremendous help and co-operation we have received from Mr. Baudinette at Hamilton, and the relieving Casterton stationmaster, Mr. J. Barclay.  
—P. W. MacAllister, Secretary, writing to the Commissioners

### Special train

ON behalf of the Sandringham Centre Little Athletics, I wish to say how pleased we were with the arrangements made by the Victorian Railways to carry 800 passengers from Sandringham to Traralgon on Saturday, November 8. All connected with the Centre were very impressed with the efficiency of the Railways and the courtesy and co-operation of its staff. . . . This point received very favourable comment from the Victorian Egg Board's representative and I know that he and his Board were pleased with the headboard on the engine. All in all it was a wonderful day and, should we again plan a country trip, we will certainly travel by train.  
—F. H. Callaghan, President, Sandringham Centre Little Athletics, writing to the Secretary

### Echuca

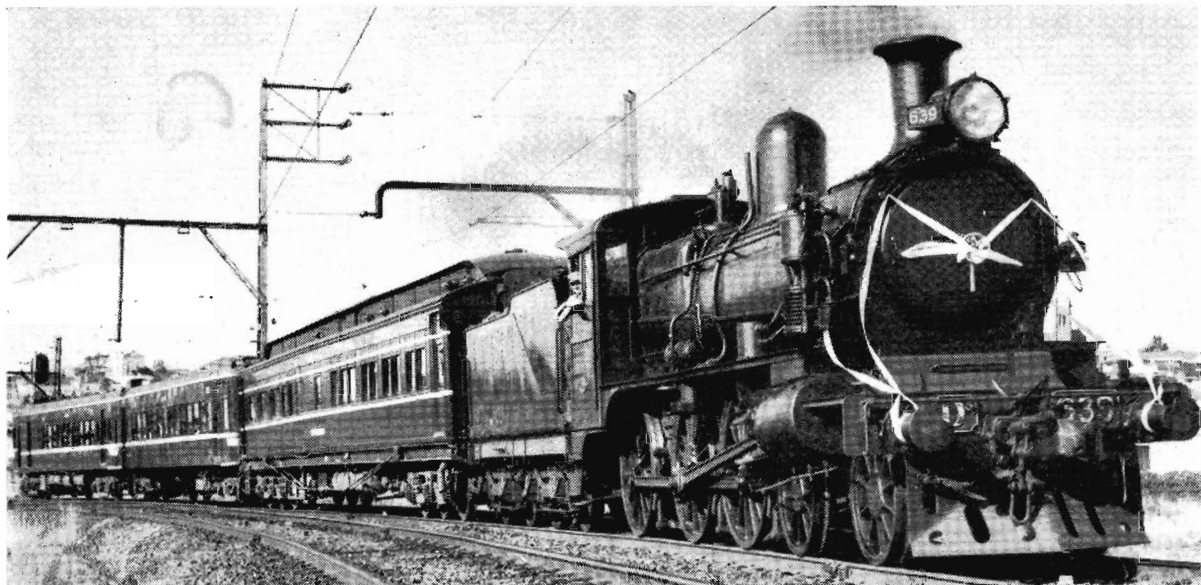
OVER the last few weeks, as you are doubtless aware, many thousands of bales of hay have been consigned by rail from Echuca. The writer would like to express his appreciation of the courtesy, co-operation and general assistance given by the officer-in-charge of the Goods Shed at Echuca, Mr. Colin Cairns. . . .

—C. B. H. Macfarlane, Branch Manager, Demys, Lascelles Limited, writing to the District Superintendent, Bendigo

### Intercapital Daylight

I N a letter to the Secretary, Mrs. F. Drinkwater, of Olive Street, Albury expresses her appreciation of the kindness and help shown to her sick husband by the conductor and hostess on Intercapital Daylight from Albury on September 6.

# VIEWS OF NEWS



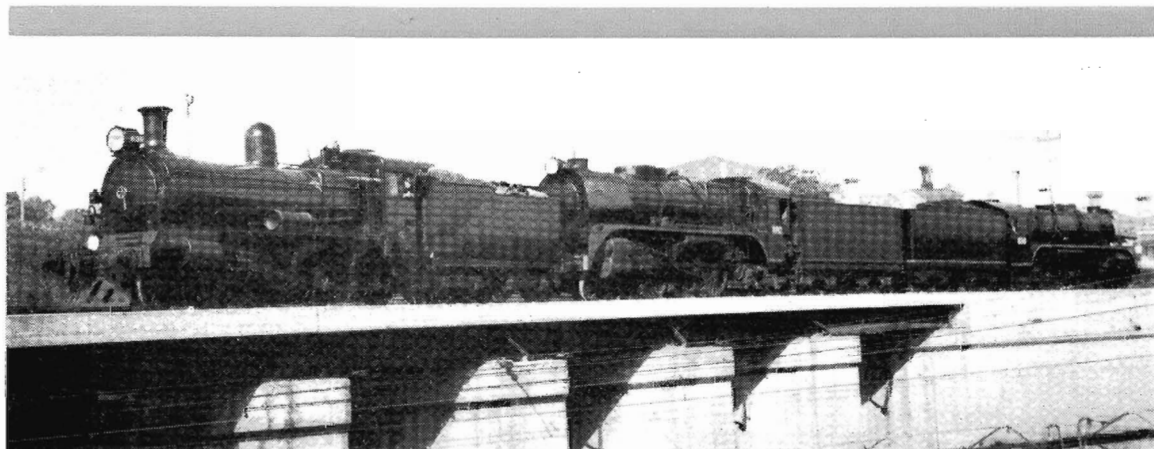
**WEDDING TRAIN:** As Mr. Weston Langford, a civil engineer, had been a railway enthusiast from boyhood, his bride's parents—Mr. and Mrs. B. P. Robertson, of Thornbury—chartered a train to take the newly-married couple, best man, bridesmaid, and guests after the wedding on Saturday, November 18, from Thornbury to Melbourne. Needless to say the bridegroom was delighted with the arrangement. Locomotive D3 hauled the wedding train, consisting of the Goulburn carriage, and a rail motor and trailer. After arrival at Flinders Street, the D3 took the Goulburn carriage with the bride and bridegroom to Spencer Street where they left by *Southern Aurora* for Sydney. The rest of the wedding party returned to Thornbury in the rail motor and trailer.

▼ Drivers certainly have responsibilities, but on occasions like this, they may—if lucky—have some privileges, as Driver Les Haining demonstrates. At left is the bridegroom, and holding the appropriately beribboned shovel is Fireman Harry Greaves.





A confetti farewell at Flinders Street just before the D3 left with the Goulburn carriage for Spencer Street.

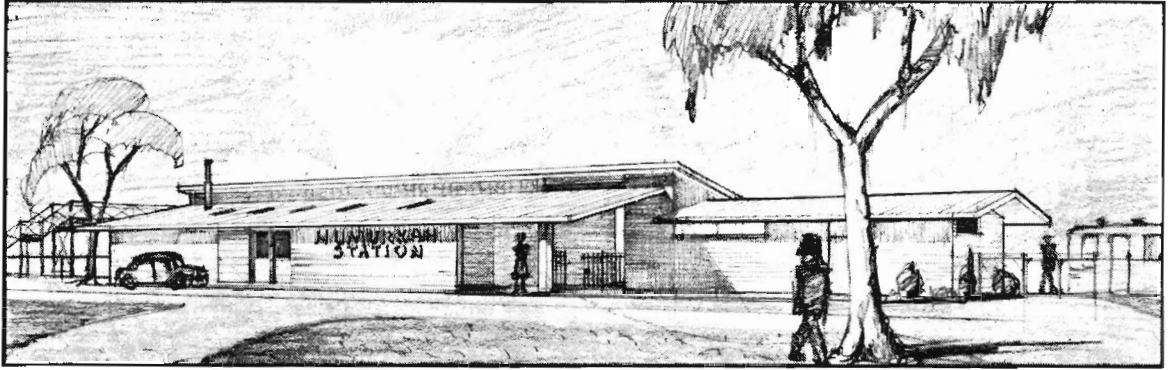


**WEEK-END STEAM:** On Friday, November 17, the R class locomotive at right brought another R and a D3 from Newport Workshops to Dynon Loco Depot. On the following day, the two R class hauled the A.R.H.S. special train (see front cover), and the D3 was used for the wedding train shown on this page.

**TRAIN OF TRENDS:** Newly sheathed in aluminium at the Newport Workshops, the display train is shown arriving in Spencer Street yard. As *News Letter* went to press, arrangements were being completed for the exhibition of the train at Spencer Street station, and a tour of Victoria with visits to 58 stations. Organizer of the tour is Salesplanners Pty. Ltd. Space on the *Showmobile Train of Trends*—as it is known—will be occupied by trade displays.



# NEW STATION FOR NUMURKAH



Artist's impression of the new station for Numurkah.

**N**UMURKAH is to have a new station. The existing timber buildings, which are more than 60 years old, will be demolished, and a start will soon be made on the construction of a brick building of modern design, covering 3,000 sq. ft. The work will be done in stages to avoid interruption to the normal

activities of the station.

The building has been designed by railway architects and will be erected by staff under the North-eastern District Engineer. Coloured bricks of a cool pastel shade will be used, and the building will have wide eaves and a fully insulated steel deck roof.

The plans provide for offices for the stationmaster and assistant stationmaster, a lobby for waiting passengers, a large parcels office with storage space for up to eight platform trolleys, lockers and a meal room for drivers and guards, and facilities for heating foot-warmers.

## SONGS OF THE RAILWAY BUILDERS

**F**ROM the 1850's, thousands of railway construction navvies have toiled building the Australian railways.

In sweat and grime they worked, in the tunnels, the deep humid cuttings, and on bridges and embankments.

They were loyal to their mates, sometimes boisterous, and above all, practical. Mostly law-abiding, the navvies were easy to get on with.

They wore felt hats, flannels and dungarees, with bowyangs tied below the knee; baths and showers were almost unknown.

Many of them had nicknames like Marry Jack, Bull's Wool, Porcupine, Soapy and Sao. Some patronized the local gins who sold themselves in the camps along the lines of construction.

Almost forgotten today are the songs and poems of the navvies that accompanied blasting and shovelling the "muck", "running out the rail" and driving in the spikes.

One poem of the 1880's tells of the start of the day's work, and the laying of explosives, using hammer and drill:

"Blow up my boys!" the ganger cried.

The cutting moved with life;  
Hammer and drill were loud  
and shrill.

So the day began its strife.

This poem, *Old Brassey*, describes the death of a veteran navvy, Brassey, crushed to death under a falling tree that was uprooted in a blasting accident, and how his mates laid him to rest.

Two songs in Gaelic, composed by a seaman called Livingstone in the 60's or 70's tell how he was induced to leave his ship at Newcastle and how he eventually found work on the Great Northern Railway which then was under construction from Newcastle to the Queensland border.

He found nothing but a dry frontier-land and disappointment. This is a free translation of the first song.

Breaking stones and felling  
timber

In the height of the sun is not  
merry;

But harder for me is the bitter  
slavery

And subjection to pitiless men.

In the 1890's the theme of sweat, grime and toil is repeated in the song *The Tweed and Lismore*. It refers to a short isolated line built

in northern New South Wales, and unconnected to the rest of the State railway system until the 1920's. Written by Ned McElligott, the song starts:

I am a navvy that worked  
everywhere,  
East, west, north and south, I  
vow and declare.

Such terrible misfortune I  
never had before

As I had on that railway, the  
Tweed and Lismore.

The heavy navvying work in the humid sub-tropical climate was intolerable; Queenslanders "came down by the score" to work on the line.

Although their work was monumental, the story of the railway-builders has never been recorded or written. For some time I have been collecting verse, songs and reminiscences of the railway builders for eventual publication.

I will be very pleased if anyone who can furnish material, especially verse and songs, will write to me.

—**Denis Rowe, c/o Dixon Library, University of New England, Armidale, N.S.W. 2350.** (Letter in "The Australian", 10.11.67)



Strong stakes protect plantings along fence at Lilydale.



Yard Assistant W. Kuzeff loosens the soil around a conifer.

**A**LLOW me through your paper to congratulate the staff of the Lilydale railway station for their attempts to beautify the area.

The shrubs they have planted out, and the way they have cared for them mean we can look forward to having pleasant surroundings to return to each night.

The travellers could co-operate more, however, by not throwing so much litter about the station; it would take a team of a dozen men a day to clean up after some of them.

—J. Baines, Lilydale, writing to the Editor of the "Lilydale Express", November 8, 1967

The above letter was prompted by the work that has been done at Lilydale since last winter. Altogether, about 52 shrubs have been planted and cared for by the station staff. The shrubs, bushes and some 4-gal. drums were obtained from the Department.

The moving spirit behind the scheme—Assistant Stationmaster R. N. Faulk—is an experienced gardener who, at his home, has a fine collection of rhododendrons and azaleas. Together with Yard Assistant W. Kuzeff he obtained some rich soil, and planted the shrubs. Later, they were transplanted to 44-gal. drums cut to half-size. Others were planted in the ground. The varieties include golden conifer, English box, tea trees, paper barks, and lavender.

The local people are proud of the



Shrubs in drums along the Lilydale platform.

display. In fact, one of the most unusual shrubs—a Japanese Cane—was given to the station by a member of the public. A species of bamboo, this plant sends up tall spikes that grow very rapidly—as much as 3 in. a day. Its growth is watched with great interest by the daily commuters. Then, while digging holes for the shrubs, Mr. Faulk was approached by some local youths who volunteered their help.

So far, the water restrictions have not seriously affected any of the plantings, as the rich soil holds the water very well. If necessary, says Mr. Faulk, water will be carried from the Olinda Creek.

### Bonbeach

*My Council is impressed with the attention being given to the beautifi-*



Assistant Stationmaster R. N. Faulk measures the growth of the Japanese Cane. In three weeks, a shoot grows as much as 53 in. Fortunately, each shoot stops at about 6 ft., and another then springs up.

*cation of the immediate surrounds of the Bonbeach railway station, and I have been directed to compliment those responsible for the work, and to express the Council's appreciation for the civic pride being displayed.*

—F. J. Walshe, Town Clerk, Chelsea, writing to the Commissioners

The garden at Bonbeach is looked after by Station Assistants A. D. Butler and R. S. Edrich. Bonbeach was awarded first prize in its section of the annual station decoration competitions for 1965 and 1966. At the time of writing, however, the drought had adversely affected the appearance of the garden for photographic purposes.

# Dudley Street Social Club PICNIC



After the distribution of presents, Father Christmas (Bill Jackson) entertains a group of admirers.



In Chase the Dollar Man, the boy at the left has made off with the dollar, leaving the Dollar Man (Garry Crimmins) under a pile of his eager pursuers. He survived.



Bob Dunn (left) wins a heat in the Married Men's Gift.



Vicky Martin succeeds with the egg and spoon.

**A**LTHOUGH it was formed only two years ago, the Dudley Street Social Club has two cabaret balls and two picnics to its credit. This year's picnic, held last month at Woodend Racecourse, was, despite the heat, a very successful affair. A full programme of 35 events kept the crowd of 350 entertained, and Father Christmas brought toys for the 118 children present. The club has 60 members and an enthusiastic committee; the office bearers are Messrs. E. Jackson (president), L. Chambers (vice-president), L. Grantham (secretary), D. McTaggart (treasurer), and G. Crimmins (social secretary).



(From left) Prize winners Mr. and Mrs. R. McCallum, and Mr. R. Nicholls have received their prizes from Club President E. Jackson (right).



(Right) Hammering it home in the ladies' nail driving event.

## The late Mr. W. O. Galletly



MR. W. O. Galletly, who died suddenly at his home, on November 23, had been Chief Mechanical Engineer since 1958. For the past six months, he had been on special duties, investigating and planning the design of Melbourne's next suburban trains. He had just completed a report for the Commissioners, and a booklet—*Melbourne Suburban Railway System, Lightweight Carriages, Preliminary Inquiry*.

Mr. Galletly joined the Department in 1920 as an apprentice fitter and turner at Jolimont Workshops, and later won a Railways scholarship enabling him to complete a diploma course in mechanical and electrical engineering at the Workingmen's College (now the Royal Melbourne Institute of Technology).

He was appointed engineering assistant in the Plant Engineer's Office, Newport Workshops, in 1926, and for several years served in various capacities in the plant and production sections.

Mr. Galletly transferred to Head Office in 1935 as engineer-in-charge of the Rolling Stock research section. Features of his work were dynamometer car and locomotive tests, comprehensive research into locomotive fuels, and experiments in the use of brown coal dust as fuel for locomotives.

In 1946, he was sent to Germany, where brown coal fired locomotives had been operating for some years before the second World War. He also studied modern trends in railway practice in Europe and North America. In 1953, he was appointed Assistant

Chief Mechanical Engineer, and five years later became head of the branch.

## New C.M.E.

FOLLOWING the death of Mr. W. O. Galletly, Mr. S. F. Keane has been appointed Chief Mechanical Engineer.

Mr. Keane, who had been Assistant Chief Mechanical Engineer since 1965, began his railway career as an apprentice fitter and turner at Newport Workshops in 1935. After gaining a wide experience of workshops and locomotive maintenance operations, he became an assistant engineer in the Rolling Stock Design Office and later transferred to the Locomotive Maintenance Section, where he became Superintendent of Locomotive Maintenance.



Mr. Keane

Following visits to England and America in 1948 and 1957, he played a major part in the dieselization of the Department's locomotive fleet.

On three occasions, Mr. Keane was seconded by the Commonwealth Government to represent Australia on the Economic Commission for Asia and the Far East, and last October he led the Australian delegation to the 9th Session of the E.C.A.F.E. Railway Sub-Committee in Bangkok, where he presented a paper on diesel locomotive operations. At this conference, he was elected chairman of the drafting committee which prepared the report of proceedings for the United Nations.

## Assistant C.M.E.

AS *News Letter* went to press, the appointment of Mr. A. J. Nicholson to the position of Assistant Chief Mechanical Engineer was announced. Details will appear in next issue.

## Apprentices honoured

TWO Newport Workshops' apprentices were recently in the news. First Year Apprentice Carpenter and Joiner Johann A. L. Slec returned to Altona North Technical School to be given the Duke of Edinburgh Award for his work at the school during 1965. And, to Government House went Appren-

tice Fitter and Turner Ken J. Pinkerton, to receive his Queen's Scout certificate.

## Assistant Comptroller of Stores

MR. W. G. Galt, the new Assistant Comptroller of Stores, has for many years been concerned with the accounting aspect of stores work. Appointed to the then Transportation Branch in 1924, he transferred to the Stores Branch a few months later. In 1934, Mr. Galt became an Associate Member of the Federal Institute of Accountants. He was appointed Assistant Bookkeeper in 1953. Mr. Galt recently made a study of the impact of electronic data processing on Government accounting, and, for the past six years, has been engaged on the investigation of contract rates.



Mr. Galt

## F.P.R.I. (Aust.)

A Fellowship of the Public Relations Institutes of Australia has been conferred on Mr. H. R. Hauptmann, Chairman of the Public Relations and Betterment Board.

Nomination for Fellowship is by invitation, and is granted to a member who has, in the opinion of the Institutes' National Council, achieved eminence in the profession of public relations. Only seven other Fellowships have been granted in Victoria, and eight in N.S.W.

## Old copies of *News Letter*

A retired railwayman, Mr. H. W. L. Smith, writes to say that he has some old copies of *News Letter* that he is prepared to let anyone have "free for the asking". They are the issues of March '65, January '62, May and October '61, April '58, March '55, March, September, November, and December '49, and August '48.

Mr. Smith would like to obtain the following issues to complete his collection: May '57, September, October, and December '54, January and May '53, September '52, March, May, June, and December '51, July, October, November, and December '50.

His postal address is Box 15, Harcourt 3453.

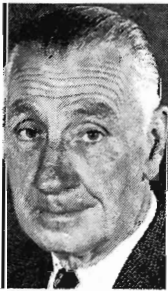
## Mentone presentation



Mr. R. H. (Bob) Taylor (left) is being presented with retirement gifts by Mr. A. J. Coleman (S.M.) on behalf of the local staff. Others in the picture are (from left): Mr. L. Akers, Mrs. Taylor Messrs. D. Martin, B. Morna, N. Pietropaolo, S. Wilton, B. Blok, and R. Brackenridge. Mr. Taylor had 47 years' service, and for the past nine years had been assistant stationmaster at Mentone. Representatives of local business men were among those who attended his farewell. (Photograph; F. Ryan)

## The last from the first

AS far as is known, Mr. William Menadue was the last soldier from World War One to retire from the Department. He left early this month.



Mr. Menadue

It was March 1917, when as a boy of only 14 years, William enlisted. No doubt, it was his height and size—he stood 5 ft. 9 in.—that helped him to get past the recruiting officer. When his parents found out, they had him taken out of the Army. The youth-

ful William enlisted again, and the same thing happened. But, on a second attempt, he was successful in joining the Heavy Artillery Siege Brigade, and left for overseas about September 1918. Before the ship reached Europe, however, the armistice was declared.

On returning to Australia, Mr. Menadue joined the railways as a cleaner at North Melbourne Loco. Depot. Leaving the Department for a while, he returned in 1923 as a storeman. At the time of his retirement, he was coal distributor at Dynon.

## Gisborne's S.M.



At Gisborne, Stationmaster C. R. Gladwin admires one of the hydrangea shrubs on the station. Mr Gladwin has been at Gisborne since May 1966, and, prior to that, was at Manor for 28 years.

## Likes castor oil

ABOUT four years ago, Mr. A. H. Cotterill, of the Lost Property Office at Spencer Street, brought home one of those indoor plants that are impressively named *monstera deliciosa*. It was then about 6 in. high. As can be seen from the photograph, it is now nearly 8 ft. and trying to push its way through the ceiling. Mr. Cotterill gives his wife credit for the plant's vigorous growth; she waters it regularly and he says, also gives it an occasional dose of castor oil. He intends to sell the plant, however, as it is just a bit too big. Mr. Cotterill was recruited for the Department, in England, in 1950. He was then working with British Railways.



Mrs. Cotterill and the *monstera deliciosa*

## V.R.I. Dinner



Scene at the annual dinner tendered by the Victorian Railways Institute to representatives of Institute centres and affiliated clubs, and railway staff who have been closely associated with Institute activities. Guests at the dinner included the Hon. Vernon Wilcox, M.P., Minister of Transport, Messrs. G. F. Brown, Chairman of Commissioners, E. P. Rogan, Deputy Chairman, L. A. Reynolds, Commissioner, heads of branches and other railway officers. Shown speaking is Mr. M. L. G. McKenzie, General President of the Institute.

## Success of camera club



Mr. Smart and trophy

**I**N this year's colour slide exhibition of camera clubs of the Australian and New Zealand railways institutes, the V.R.I. club did well. Judging was held in Adelaide, each club submitting a maximum of four slides.

The trophy for the best individual slide went to club member Mr. Allan Smart of the Medical Section, Secretary's Branch. In addition, the slides submitted by the V.R.I. club received the highest aggregate marks, thus gaining for the club the perpetual trophy—a shield.

## Gun collectors

**A**MONG the earliest recipients of the recently introduced gun collector's licence were two railwaymen—Messrs. Clyde Barden, equipment examiner at Flinders Street, and Ted Clarke of the Estate Office. The licences, of which only a limited number have been issued, permit approved persons to collect antique firearms.

Mr. Barden obtained licence number 024. Both he and Mr. Clarke are on the executive committee of the Antique and Historical Arms Collectors Guild of Victoria. Mr. Barden is a general collector, but also specializes in early flintlock and percussion firearms. Mr. Clarke mainly collects single shot rifles of the period 1850-1900.

## RETIREMENTS

### ROLLING STOCK BRANCH

Alderson, H. D. (Nov.), E.R. Depot Hollingshead, W. H. (Oct.), Sth. Dynon Sheen, G. (Nov.), Newport Outen, A. H. (Nov.), Newport McInnes, J. T. (Nov.), E.R. Depot McBain, K. W. (Oct.), Nth. Melbourne King, C. J. (Nov.), Ballarat Nth. Mitchell, H. J. (Jan.), Newport Michie, D. (Jan.), Jolimont Ratscou, G. (Nov.), Jolimont McIver, W. J. (Jan.), Nth. Melbourne

### ROLLING STOCK—continued.

Alexiou, V. (Dec.), Newport McKenzie, C. L. (Feb.), Yallourn Colwell, C. (Feb.), Nth. Melbourne Mallows, F. C. (Feb.), Jolimont Gallacher, J. (Feb.), Ballarat Nth. Downing, A. McL. (Feb.), Newport Wallace, J. R. (Feb.), E.R. Depot Forster, E. O. (Feb.), Maryborough Mackenzie, R. A. (Feb.), Ballarat Nth. Buchan, J. S. (Feb.), Jolimont Del Giudice, M. N. (Feb.), Nth. Melb.

### TRAFFIC BRANCH

Pocock, Mrs. M. E. (Dec.), Flinders St. Hay, A. (Dec.), Head Office Reher, T. P. (Feb.), Oakleigh McInnes, J. (Feb.), Spencer Street Plant, F. (Feb.), Hampton Wenmouth, J. L. (Feb.), Spencer Street Phibbs, E. T. (Feb.), Wodonga Francis, O. (Nov.), Spencer Street Spurway, Mrs. M. S. (Oct.), Footscray Bandurka, M. (Nov.), Flinders Street Hughes, C. A. (Nov.), Flinders Street

### WAY AND WORKS BRANCH

Calginari, G. (Oct.), Special Works Davoli, D. (Oct.), Graham Jukes, T. C. (Nov.), Maryborough Gould, W. G. (Oct.), Kerang Head, N. J. (Oct.), Nth. Melbourne Heywood, A. G. H. (Oct.), Power Signals Holm, C. S. H. (Nov.), Geelong Kichakov, M. (Nov.), Meredith Lowden, D. J. (Nov.), Bendigo Mazurkiewicz, M. (Oct.), Seymour Muir, P. K. (Nov.), Donald O'Donnell, S. (Oct.), Ararat Richards, C. W. (Oct.), Flinders Street Tzogomanis, S. (Nov.), Spotswood Whitford, A. R. (Oct.), Newport Williams, A. H. G. (Nov.), Kilmore Dewhurst, G. (Feb.), Bendigo Gale, H. T. (Feb.), Wodonga Hadler, G. S. (Feb.), Yarroweyah Kick, F. S. (Feb.), Moama Mee, H. C. (Feb.), St. Kilda Oatley, R. G. (Feb.), Spencer Street Rose, S. C. (Feb.), Spencer Street Upton, R. (Feb.), Camberwell Vyner, F. (Feb.), Wangaratta Walker, E. C. (Feb.), Euroa

### REFRESHMENT SERVICES BRANCH

Roubicek, Mrs. I. (Oct.), Flinders St.

### SECRETARY'S BRANCH

Baird, Mrs. E. (Nov.), Head Office Delves, G. L. (Sept.), Head Office Suttie, Mrs. V. (Oct.), Head Office

### STORES BRANCH

Rogerson, G. O. (Feb.), Head Office

### NEWS LETTER REGRETS

### TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Sullivan, M. J., Ballarat Nth. Przewozny, W., Jolimont Fenaughty, W. L., Newport Clarke, W. S., Ararat

#### TRAFFIC BRANCH

Fitzpatrick, P. J. H., Hughesdale Constable, K. C., Ballarat Rice, J. A., Melbourne Goods

#### WAY AND WORKS BRANCH

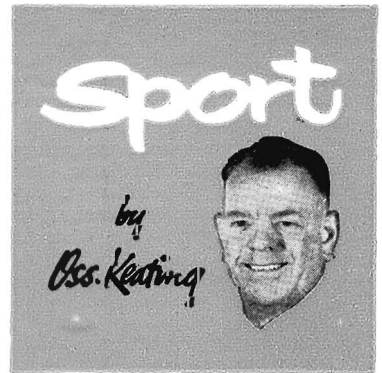
Burns, J., Spencer Street Manley, L. G., Ouyen McEntee, C. E., Benalla McInnis, D. C., Ironworks Taylor, J. D., Spencer Street Wilson, R. J., Morwell

#### SECRETARY'S BRANCH

Winter, J. N., (late Traffic Branch), Head Office

#### STORES BRANCH

Papasava, L., Permanent Way Depot



## Cricket

**T**HE annual match against the Australian Postal Institute was played at the Richmond Cricket Ground, on Wednesday, December 6, under what could only be described as ideal conditions. The wicket itself was an excellent strip, and the outfield, although dry, was first-class. In fact, the condition of the ground, considering the water restrictions in force, was a credit to the curator.

Ted Barnes, our captain, won the toss and decided to put Postal in. I think you could safely say that the result of the game was decided in this first over. With the second ball of the match, Dave Thom got R. Bradley (Postal opener) to edge a catch straight to Les Hill in slips, but unfortunately Les grounded the ball, and Bradley went on to make 111 retired. Although later in his innings he gave a few chances that were not accepted, his powerful hooking and pulling to leg were a delight to watch and his century was thoroughly deserved. To give you some idea of this power-laden display, Postal's first wicket fell at 33 when Scott was stumped off the bowling of Schickerling for 3, and their second went at 51 when Otte was l.b.w., again to Schickerling, for 9, so in the first hour he contributed 39 of the 51 total.

At this stage, with the score at 2/51, we looked as if we could keep Postal down to a losing score, and even when Bradley retired at 12.15 p.m., with the score at 171, I still felt we had the batsmen who could overhaul these runs. Ten minutes later Dyson had Hogan caught, and only 10 runs had been added to the score. But now we threw away any chance we might have had of pulling the game out of the fire. In the last 30 minutes of play before lunch we allowed the Posties to score an additional 62 runs, and, with a score of 243 on the board, they were right in the box seat.

The best of our bowlers was Kev. Schickerling who, at one stage, had 2 wickets for 10 and finished with 2/60, but generally our attack lacked penetration and was most disappointing.

After lunch we opened our innings with Gurrie and O'Halloran, but with 6 runs up, Gurrie hit an easy catch, and we were one down after 15 minutes. Dyson then came to the wicket and the score was pushed to 28, before Poole, of Postal, caught and bowled O'Halloran. Barnes then joined Dyson and, after having a look at a couple of balls, decided to have a go at the bowling. A three and two fours showed us that the bowlers were not all that fearsome, but then he missed one, and was out l.b.w., 3/52. Dyson, meanwhile, had also decided to have a go and belted a mighty six clean over mid-on, but two runs later, in trying to repeat the effort he was fairly easily caught in the out-field.

Young Geoff Dalmes, from Mildura followed, and he looked a tradesman. He was pretty unlucky in that he gave one of the hardest chances of the day, and it was accepted. Meanwhile Chapman, who came in when Dyson was dismissed, was playing some delightful strokes, and scoring at a steady rate. Garth now joined Chapman, but was soon back in the pavilion. Coyne, from Dimboola, and Chapman were now together and they gradually increased the score to 101, when Coyne was bowled by McColl.

The time was now 4.10 p.m. and we were then 142 runs behind and only three wickets in hand—the situation looked hopeless. Les Hill had other ideas. Having had a bad morning with the ball (0/29) he obviously set out to redeem himself with the bat. In no time at all he was in double figures and, with Chappie still handling the bowling with ease, the total started to climb at a fairly rapid pace. Finally, at 4.55 p.m. the partnership came to an end, after having contributed 76

runs in 43 minutes, when Hill, trying to hit the cover off the ball, was out stumped. Both Thom and Schickerling, realizing that time was running out, went for the big hit and were both out without adding to the score. Roy Chapman was still unconquered, with 57 n.o., when the innings closed; and it was a great fighting knock by this very good cricketer. Congrats. Roy.

So the game ended with Postal winning by 58 runs thoroughly deserving their victory. We fielded a first-class team, including five sub-district players, and the V.R.I.C.A. felt it would give a good account of itself. It was a disappointing display to say the least.

At the official luncheon, provided over by the Chairman of our Sports Committee, Mr. F. J. McCloskey, our General President, Mr. M. L. G. McKenzie, extended a very sincere welcome to the many guests present. Among the visitors were Messrs. G. F. Brown, (Chairman of Commissioners), F. M. Mitchell, (General Secretary, V.R.I.), L. Rodda, (Assistant Director, Postal Services), D. Warner, (Vice-President, A.P.I.) and R. McKay, (Secretary, A.P.I.). During a very congenial get-together at the conclusion of the game Ted Barnes handed the Shield back to Ron Owens (captain of Postal) for a further 12 months.

#### Table tennis

THE next Intersystem Table Tennis Carnival will be held in Brisbane on June 16-26, and the executive of the V.R.I. Table Tennis Association is most anxious to field the strongest possible team. Players from the metropolitan area and from the country, who desire selection should forward their applications in time to reach me or Mr. G. Smith (Hon. Secretary V.R.I.T.T.A.) on or before January 31. Remember, we finished in second

place in Perth in 1966, so let's do better in 1968 and bring home the Commissioners' Shield for the first time.

#### Country weeks

BOWLERS are reminded that the 1968 Country Bowls Week is scheduled to be played from February 26 to March 1, and entries close on January 31.

Cricketers should remember that Country Cricket Week will be played from March 18 to 22, and team entries should reach me not later than February 19.

#### Bowls

THE team selected to represent Victoria in the Intersystem Bowling Carnival at Canberra in February is H. Boyle, R. Laycock (Ballarat), T. L. Hindson, T. Jenkins, E. Prebble, R. Sawers, H. Townsend, J. McFarlane (Bendigo), M. T. Berry (Seymour), A. Reaper (Yallourn), J. Brown, H. Heron, E. J. Williamson, T. Dykes, I. Stick, E. K. Williams, A. W. Cowling, L. Duggan, K. Bryce and G. G. Sargeant (Metropolitan). L. Hindson will be our representative in the singles event. D. O'Donnell has been appointed the Institute Representative, and H. Watts will manage the team. This season, the Social Bowling Club has played games against Seymour V.R.I., Maryborough, and Ballarat in the country, and against Toorak, Murrumbidgee Park, and Albert Park V.R.I. in the metropolitan area. The average attendance on the country trips has been 60 or more, including 20 ladies, while the city games have also proved popular with an average of 40 players turning up. This is most gratifying to the Committee, but they hasten to point out that there is plenty room for new members, who will be most welcome.



V.R.I. team that played against A.P.I. (from left) back row—Messrs. J. O'Flaherty (umpire), P. J. O'Halloran, D. Thom, L. Hill, E. Barnes (capt.), W. Crowe (hon. sec. V.R.I.C.A.), K. Schickerling, R. Chapman, M. R. Garth, P. Gurrie; front row—R. Dyson (vice-capt.) G. Dalmes, R. Coyne, and M. Hunter.



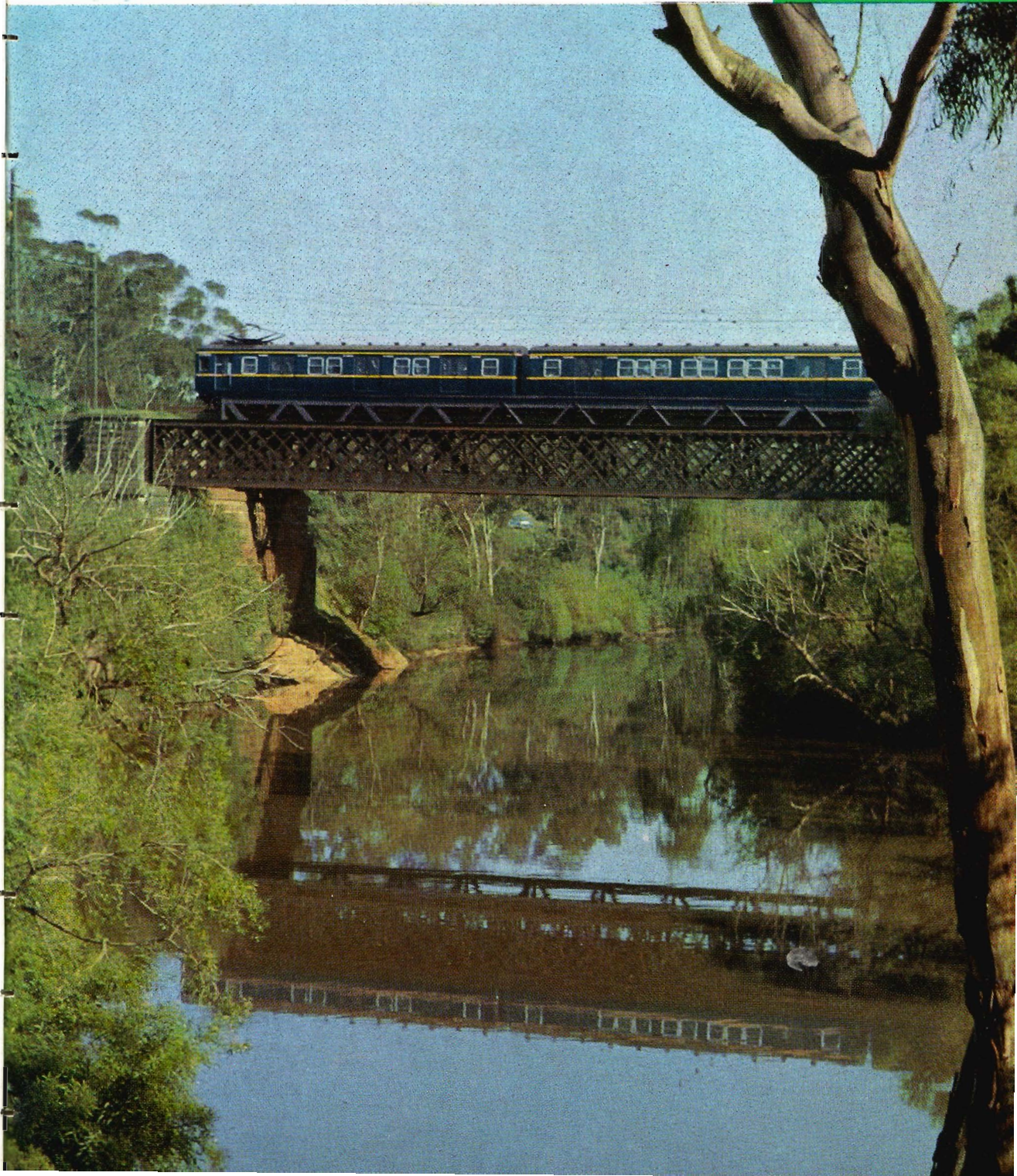
VICTORIAN RAILWAYS

# NEWS LETTER

FEBRUARY

VR

1968



V.R. CHAIRMAN COMMENTS ON

## PILFERING

**F**EW things are more annoying to a rail user than pilfering. Whether it is a shortage in a package, or theft of the entire package, the consignee is put to trouble, his confidence in the railways is seriously weakened, and the Department may have to pay a claim for his loss. In some cases, the goods may no longer be obtainable and the consignee is therefore unable to replace them.

Opportunity makes the thief; so pilfering is preventable by ensuring that no opportunity for theft occurs.

Opportunity for the thief is reduced by such common sense actions as—

- keeping parcels and goods in the office as long as practicable before arrival of the train on which they will be sent;
- promptly collecting luggage and parcels immediately a train arrives, and locking them away securely.

Pilfering and shortages cost the Department about \$126,000 annually. The loss in good-will, however, cannot be measured.

The thief not only steals goods; he can also cause a loss of confidence in the railways, a loss of traffic, and, ultimately, a loss of railway jobs that depend on the traffic.

### The off-peak contest

**T**HE name of the off-peak tickets will not be changed.

The public contest failed to yield a more suitable selling title for these tickets, that give a reduction of up to 30 per cent. in normal day-return suburban fares, provided peak-hour trains are not used.

Although no one won the \$100 offered for a new and better name, \$160 was paid out—\$10 each to 16 persons who showed enough concern about the matter to suggest that *off-peak* was a sufficiently effective name to be retained.

Their letters were typical of the public interest in the quest for a new name and, even though there was no expectation of reward, these people took the trouble to write to the Department on the subject. Their views were a helpful contribution to the search.

Over 3,000 entries were received—one even came from North Bondi in New South Wales—and provided 1,830 different titles, some of which only differed by a letter.

Most revealed considerable thought, and a number were backed by promotional plans. It was interesting to see that many entries incorporated the existing title or its initials, as, for example, *Offpeekie*, *OP-Rate*, or *TOPS*—for either *travel*

*off-peak service* or *thrifty off-peak travel*, as two different entrants suggested.

Several ideas have been passed on for dealing by the Department's suggestion scheme.

Each entry was painstakingly examined for ease of enunciation, clarity, inference of low cost and restricted hours, including evening availability, and its promotional potential.

Slogans, rather than titles, were sent in by quite a few; a marching theme tune was also submitted.

Some titles suggested were equally applicable to train travel in general; others more aptly applied to peak travel, as did *Express*, *Peak-load* or *Early peak*.

Current female fashion possibly influenced a number of entrants to suggest *Mini* or variations. Some entries were unexpected, such as: *Siesta*, *Hiatus*, *Worm catcher*, *Decoy*, *Clipper dipper*, *Long life* and *Bole peak*.

Two entrants asked that, if they won, their prize be paid to a charity that they specified, while another, who sent in a rhyme (as did quite a few), concluded: "If you wish to use this verse, please put a little in my purse".

### Melbourne Yard progress

**A** contract has been awarded to Hansen and Yuncken Pty. Ltd. for building the West Tower for the Melbourne Yard re-arrangement. The five-storey building—120 ft. long, 34 ft. wide, and 75 ft. high—will cost approximately \$350,000. From it, the whole of the sorting of incoming trains will be supervised. (See *News Letter*, November 1967, page 168).

Work on the East Tower, at the north end of No. 2 Goods Shed, is in progress. This building will be mainly for the supervision of freight train make-up and departures, and the placing of inwards loading. There will be space in the building for meal and locker rooms, and rooms for shunters, train examiners, line repairers, etc. The East Tower, of six storeys, will be 104 ft. long, 25 ft. wide, and 70 ft. high. The contractor is D. A. Constructions Pty. Ltd., and the contract price \$160,000.

### Electric locomotives

**D**URING the Christmas-New Year period, less L class electric locomotives were used on Gippsland passenger and freight trains, as more diesel-electric locomotives became available owing to the industrial shut-down. Incidentally, diesel-electric locomotives are more economical to operate than the L class electrics.

### \$500 fines for vandals

**A**T Ringwood Court in December, three men were convicted of wilfully damaging railway property at Ringwood station. Two of them were fined \$200 each, or 50 days imprisonment, and the third, \$100 or 25 days. The property damaged consisted of windows, valued at \$9.30.

### FRONT COVER

The River Yarra, much in the news lately, makes an attractive picture at the Hawthorn bridge. In front can be seen a girder from the old bridge that was built in 1861. The bridge over which the train is passing was built about 1911. A new bridge will be constructed alongside it to take the third track between Burnley and Hawthorn, which is part of the plan to improve the service on the Box Hill line.

# Review of the year

A condensation of the Department's annual report that was presented to Parliament in December.

FOR the financial year ended June 30 last, the Department earned \$104,579,177 revenue (\$4,960,295 more than last year) while working expenses were \$103,559,575 (an increase of \$2,408,448 over last year's figures). This resulted in a profit on current operations of \$1,019,602.

The operating profit this year was an improvement of \$2,551,847 over last year's operating loss of \$1,532,245.

The Department was also debited with interest, sinking fund charges, etc., of \$4,891,191 (an increase of \$860,518) which produced a deficit of \$3,871,589.

The increase in earnings came from the following sources :

	\$
Passengers ...	2,335,000
Parcels ...	368,000
Mails ...	63,000
Goods ...	1,882,000
Refreshment services, bookstalls and advertising ...	140,000
Rentals ...	170,000
Kerang-Koondrook Recoup ...	2,000
Approximate net increase	4,960,000

The increase in working expenses was principally due to the following factors :

	\$
Increases :	
Full year effect of various Wages Awards made in 1965-66 ...	26,000
Cost of Wages Awards made in 1966-67 ...	4,343,000
Superannuation charges	129,000
Long Service Leave ...	168,000
Payroll Tax ...	108,000
Railway Accident and Fire Insurance Fund	127,000
General expenses ...	9,000
	4,910,000

This year, a special public version of the annual report has been produced, and a limited number of copies are for sale. Well illustrated, with many colour plates, the report will be available from the Senior Clerk, Public Relations and Betterment Board, Room 98, Railway Offices, Spencer Street. The price is \$1 a copy, postage included.

## FINANCE

The increase in revenue, as compared with the previous year, was mainly due to the introduction, from August 14, 1966, of the following increases—

Goods rates and charges, excluding wool, livestock, decentralized industries and other special rates introduced to meet competition } 10 per cent. rounded off to nearest 5 cents.

Country and suburban fares and parcels rates } 15 per cent.

With the concurrence of other railway systems, intersystem arbitrary fares were increased by 10 per cent. from March 1, 1967.

The list of country industries declared by the Minister of State Development as eligible for the special rates applicable to "Approved Decentralized Secondary Industries" continued to expand, and up to June 30, 1967, a total of 535 industries had been so declared.

## Subsidies given

It is estimated that the overall concessions granted to "country industries" was \$4,150,000 for the year. Such substantial subsidies should not be submerged in railway accounts but should be separately financed from a decentralization fund. **This would have resulted in a surplus of \$278,411 after meeting interest, exchange, etc., instead of a deficit of \$3,871,589.**

In addition, special reduced fares are conceded to students to attend schools, colleges and universities including interschool sporting functions, and while on vacation or for weekend travel; trainee nurses travelling for training or during weekly leave; and pensioners.

Except for an inadequate grant of \$200,000 annually for travel of pensioners, no subsidies are received towards these costly concessions, which, in the main, are a valuable contribution towards the cost of education.

	\$
Decreases :	
Service Grants ...	27,000
Savings in operating and maintenance costs due to increased efficiency and decrease in train mileage ...	2,470,000
Standard Gauge Agreement—reduction in interest charges ...	5,000
	2,502,000
Approximate net Increase	2,408,000

## Loan Expenditure

Loan Funds allotted by the Treasury for expenditure during the year were \$16,466,489, which were used as follows :—

	\$
Repairs and renewals	
Way & Works ...	2,853,712
Rolling Stock ...	7,316,170
	10,169,882
Capital	
Way & Works ...	6,118,435
Rolling Stock ...	125,537
New lines ...	52,635
	6,296,607

## HIGHLIGHTS

**Revenue ...** \$104,579,177  
 Of each \$1 earned:  
 60c came from goods and livestock  
 33c came from passengers, parcels and mails  
 4c came from refreshments and advertising  
 3c came from miscellaneous

**Working Expenses** \$103,559,575  
 Of each \$1 spent:  
 72c went on wages and payroll tax  
 2c went on coal, oil, etc., for locomotives  
 3c went on electrical energy for traction  
 14c went on other materials and services  
 7c went on pensions and long service leave  
 2c went on other expenditure

Route mileage open for traffic ... 4,218  
 Average number of staff employed ... 27,595  
 Total capital invested \$441,200,000  
 Tonnage of goods and livestock carried 12,074,550

**Passenger journeys:**  
 country ... 4,674,465  
 metropolitan ... 141,593,200

**Principal commodities carried:** tons  
 Wheat ... 1,869,458  
 Briquettes ... 1,486,851  
 Fertilizers ... 1,171,495  
 Cement ... 806,508  
 Coal ... 576,224  
 Iron and steel bar, rod, etc. ... 461,544  
 Firewood, timber, wood-pulp ... 386,632  
 Oats and other grain ... 321,864  
 Motor cars and bodies ... 196,849  
 Flour, bran, pollard, etc. ... 196,256  
 Barley ... 196,067  
 Livestock ... 158,052  
 Petrol ... 144,603  
 Beer ... 140,373  
 Wool ... 141,441  
 Pulp and paper ex Maryvale ... 134,830

**Locomotives:**  
 steam ... 132  
 electric ... 35  
 diesel-electric ... 199  
 diesel-hydraulic ... 30  
 Passenger carriages 1,804  
 Wagons, vans, etc. 23,775

**Fuel consumed:**  
 coal tons 26,117  
 fuel oil " ... 17,094  
 diesel oil " ... 56,728

## Better operating efficiency

The constant and successful drive for improved operating efficiency has enabled the percentage increase in freights and fares to be considerably lower than the percentage increase in wages and other unavoidable costs outside the Department's control.

A careful scrutiny and rigid control of expenditure has been maintained to ensure that the limited resources available were used to the best advantage to provide a reasonable standard of service to the public.

## COMMERCIAL ACTIVITIES

The long distance transport field continues to be fiercely competitive and the commercial section, supported by sections specializing in packaging and transport engineering, has not relaxed its endeavour to service our patrons adequately and to ensure that operations are directed to the needs of the market. However the Department, and therefore the State as a whole, continued to suffer through the activities of unregulated sections of the road transport industry, including carriers of livestock, petroleum products, fruit, vegetables and other perishables, and also through the operations of primary producers, and declared "decentralized industries" who can carry their own goods anywhere.

### Border hoppers

In addition the legal concept of an "interstate" journey which attracts the protection of section 92 of the Constitution of the Commonwealth of Australia permits road operators to set at nought the Victorian transport regulatory system over an increasing area of the State. For example, road hauliers based on border towns were delivering from Melbourne to towns between Ouyen and St. Arnaud and Bendigo, which could hardly be regarded as in the "border areas" of the State. Incidentally it is not unreasonable to wonder whether the circuitous route into New South Wales is always undertaken.

To meet this competition, special reductions have had to be conceded either on a locality or a commodity basis or both.

Livestock operators who do not pay any road maintenance tax have a particularly unfair advantage in rate making and a reduced and simplified rate structure for the carriage of livestock has been introduced in an effort to regain traffic.

These sectional pressures are equally disruptive when freight rate increases are being introduced, forcing either total or partial exemption.

This violence to the orderly rating structure has created anomalies, engendering considerable ill-will, with charges of discrimination being levelled against the railways. However, freight rate adjustment is the only weapon at the Department's command while our competitors are able, generally speaking, to choose their field of operation, both as to route and commodity, and are also free from many of the award obligations and fixed charges that the railways are required to bear.

In support of our commercial staff a new series of press advertisements was inaugurated, with the continuing theme that the railways are specialists in the transport field. Each advertisement features a different commodity handled by rail, and the series is designed with the dual object of reminding the public of the extent to which it is dependent on rail transport, and of demonstrating to potential patrons the capacity of the railways efficiently to carry a virtually unlimited variety of freight.

Woolgrowers were actively canvassed by Commercial Agents, who also continued to make the advantages of rail transport better known amongst city and country business organizations.

Liquid petroleum gas, formerly carried by road, was put on rail.

It is noted with concern that the Federal Government proposes to allow "commuter" air services to operate throughout Australia. This would have the effect of permitting charter operators to provide regular air services between Melbourne and any country centre.

The unrecouped cost of providing air terminals, with their navigation equipment, constitutes a substantial subsidy per passenger carried, without which air travel would not be competitively priced for many travellers.

## FREIGHT OPERATION

In the first six months of the year there was a continuation of the adverse economic trend that caused a sharp fall in the amount of goods traffic during the latter part of the previous year. From January on, however, traffic revived appreciably as conditions in outside industry took a more favourable turn.

Despite this fluctuation, inter-system goods traffic on the standard gauge line between Melbourne and Albury maintained a steady growth, reaching a total of 2,054,449 tons for the year—an increase of 136,798 tons on the previous year's total and a record for this traffic.

Tonnages of some principal commodities carried, with variation in comparison with last year, were as follows :—

Commodity	Tons Carried	Comparison last year	
		tons	+ or —
Wheat	1,869,458	—	165,437
Oats	274,603	—	94,265
Barley	196,067	—	13,787
Super-phosphate	1,075,820	+	19,017
Cement	806,508	+	24,875
Briquettes	1,486,851	—	84,424
Livestock	158,052	—	80,987

A new record was established in the operation of the bogie exchange system, which has become a key factor in reducing transit times and handling costs for intersystem goods traffic involving haulage over both 4 ft. 8½ in. and 5 ft. 3 in. gauges. During the year, 25,100 vehicles were bogie changed at Dynon and 2,760 at Wodonga, representing a net increase of 2,160 over the previous year's total for both locations.

### Goods train statistics

It is of the utmost importance for a railway system to obtain the best possible revenue return by maintaining high average wagon loadings and by reducing unproductive train running to a minimum. The statistics, shown (see table at foot of page) which relate to the more important aspects of goods train operations, reveal improvement in efficiency.

The railways line haul superiority over other surface transport agencies can be seriously offset by terminal handling costs. Over recent years, bulk handling, containerization, palletization and other unit loading devices have emerged as a valuable contribution to a solution of terminal handling difficulties. The Victorian Railways have had long experience with the use of these devices and

have been able to assist with their introduction as industry has become aware of the economies they offer.

In furtherance of the policy of gradually replacing steam by diesel haulage, train services beyond Hamilton were completely dieselized.

Additional flat wagons were provided to carry steel strip, in 16-ton coils, from Port Kembla to South Australia, and modifications were made to the original design of the wagons to meet the special requirements of this traffic.

Work proceeded on the provision of improved train crossing facilities on the Gheringhap—Maroona line. A 2,900-ft. crossing loop, equipped with an improved type of point mechanism, was built at Pura Pura, and automatic electric staff instruments were installed at several stations on this line.

In August, 1966, an additional overnight "through" goods service from Melbourne was inaugurated to provide early morning delivery of consignments at Kyabram and Echuca.

The gross traffic train mileage for goods services in 1966-67 was 6,732,935 miles, a reduction of 3.1 per cent. compared with the preceding year. This result was mainly due to the decrease in wheat and livestock traffic.

### PASSENGER OPERATION

Passenger traffic was generally lighter than in the previous year. The number of country passenger journeys fell by 2.46 per cent. to 4.67 million, and suburban journeys by 1.89 per cent. to 141.59 million. However, because of the increase of 15 per cent. in fares from August 14, 1966, passenger revenue showed a net increase of 8.41 per cent. compared with 1965-66.

Notwithstanding the continued downward trend in the overall volume of suburban traffic, peak period loadings are still very heavy, particularly at stations beyond a nine-mile radius from the City of Melbourne.

### Suburban peak demands

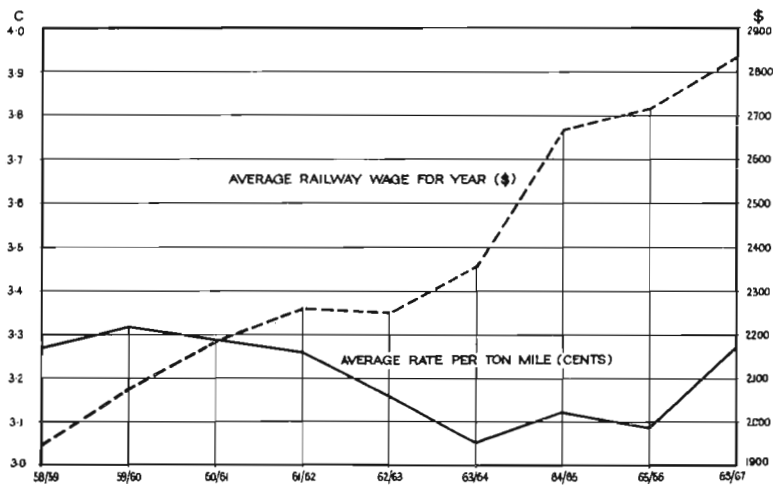
Over the past 15 years, the intensive suburban development of formerly semi-rural areas, some of which are up to 25 miles from the centre of the city, has imposed heavy peak hour demands on the suburban electrified system. This has necessitated a considerable amount of track duplication to avoid delays in arranging train crossings on single line sections. Moreover, as the average length of journey has increased considerably, it has been necessary to build additional trains to ensure a reasonable frequency of service on each line.

Because the total traffic volume is grossly out of balance, much of the suburban carriage stock is in use for only relatively short periods on weekdays to cope with rush hour traffic. Off-peak traffic is now so light that many lines can be satisfactorily served by two-carriage trains for much of the time. Because of this trend, the operation of two-carriage trains was extended, commencing on August 1, 1966, to the lines terminating at Princes Bridge.

A review of Sunday suburban services indicated that considerable savings in costs were possible by reducing the overall period of operation by 30 minutes, both morning and evening, when traffic is especially light, without undue inconvenience to patrons. Time-tables were adjusted accordingly, and opportunity was taken at the same time to increase the frequency of service on a number of outer suburban lines, and to arrange a more regular spacing

	1966-67	1965-66	1964-65
Total goods and livestock tonnage ... ..	12,074,550	12,156,405	12,595,661
Average haul per ton of goods (miles) ... ..	160	164	161
Total ton miles (goods and livestock) ... ..	1,937,000,000	1,989,000,000	2,028,000,000
Average miles per wagon per day ... ..	33.75	35.51	36.91
Average ton miles per wagon per day ... ..	340	346	345
Average tonnage (net) per loaded wagon mile ... ..	14.91	14.58	13.98
Average ton miles (net) per goods train hour ... ..	3,701	3,563	3,421
Contents load per goods train mile (tons) ... ..	305	300	295
Percentage of empty wagon mileage to total ... ..	32.45	32.81	33.18

*Based on the number of goods vehicles actually available for service.*



of train times generally, with some express running.

Completion of the Richmond-Burnley track quadruplication early in January, 1967, permitted the operation of additional peak period trains on the Box Hill and Glen Waverley lines, and also effected a marked improvement in the time-keeping of trains on those lines.

Also, during the year, a regular passenger service was restored on the Mornington line—from September 12, 1966—and on the Mildura line, the Tuesday-Thursday *Mildura Sunlight* was replaced by an overnight train on four nights, to provide a nightly service (except Sundays) from May 1, 1967.

## IMPROVEMENTS

### Rolling Stock

The following new rolling stock was built in V.R. workshops during the year:

Classification and type	Number completed
"Harris" suburban trailer carriages	20
40 ton louvre vans (for general merchandise)	191
53 ton flat wagons (for coiled steel traffic)	18
50 ton flat wagons (for steel plate and general traffic)	5
40 ton wagons (for bulk flour traffic)	4
Rail tractor	1
Service stock (for departmental traffic)	2

### Motive power

Additions to the locomotive fleet comprised six X class diesel-electric locomotives of 1,800 h.p. for main line goods and passenger services, and a further eight T class diesel-electric locomotives, of either 950 h.p. or 1,050 h.p., suitable for both branch and main line services.

A contract was let for the supply of additional Y class 650 h.p. diesel-electric locomotives for shunting work and branch line haulage. Delivery began in December.

With the continued expansion of the diesel locomotive fleet, steam locomotives are being scrapped as they reach a stage that renders their continued maintenance uneconomical. During the year, 49 additional steam locomotives were scrapped, and the number remaining on the Register at June 30, 1967, was 132.

As evidence of the declining importance of steam, about 90 per cent. of the passenger trains and over 85 per cent. of the goods trains are now diesel hauled.

### Passenger stock

The second group of 30 *Harris* suburban trains was completed with the delivery of the remaining 20 trailer carriages at Newport Workshops and 15 motor carriages at the works of a contractor. Most of these carriages were built to an amended design providing for communication doors at each end, except at the driving end of motor carriages, and omitting the centre doorways fitted to earlier *Harris* type cars.

### Goods vehicles

The 40-ton capacity bulk flour wagons were of a new design, incorporating pneumatic loading and discharging equipment and roller bearing high speed bogies. In addition, numerous special purpose wagons were provided to cater for diverse types of traffic, such as coiled and plate steel, bulk cement, pulpwood, wood chips, motor cars and containers.

The contract for the supply of 100 aluminium bulk grain hopper wagons was completed with delivery of the remaining 68 wagons.

### Workshops

Further additions were made to plant and equipment at the various Workshops. Although Ballarat and Bendigo Workshops, which are allocated various types of work in connexion with the maintenance and construction of rolling stock, have been expanded during recent years, Newport Workshops remains the major rolling stock construction centre.

### Permanent way

The task of relaying country lines to bring them to a satisfactory standard for modern traffic conditions continued within the limits of available funds and labour resources, a total of 143 miles being relaid during the year. Although this was somewhat better than the previous year's mileage, it was still about 70 miles short of the annual total accepted by the Public Accounts Committee as a desirable minimum.

In keeping with modern trends, mechanical track laying and maintenance equipment was used to an increasing extent.

An improved system of track upkeep, known as the cyclic maintenance system, was inaugurated in the Geelong district. This involves the use of gangs fully mechanized for the renewal of sleepers and for the lifting, packing and lining of tracks in a regular cycle. Patrolling and minor repair work remain the responsibility of local track gangs, with the assistance of a larger district mobile gang.

The new system will be gradually extended to other districts, as it enables the tracks to be more economically maintained in first class condition, and, by the re-arrangement of sections, it permits a larger proportion of track staff to be stationed in centres with more reasonable amenities.

On the Geelong line, duplication was proceeding on sections between Newport South and Werribee, the rate being dictated by the finance available.

Eight additional sets of boom barriers and 21 sets of flashing light signals were installed, bringing the total number of boom barrier and flashing light installations to 58 and 235, respectively.

The level crossing at Tuaggra Street, Maryborough, was eliminated by an underpass for road traffic.

Grade separation is being effected by an overpass for road traffic at Warrigal Road, Oakleigh, and by raising the level of the railway line to span Canterbury Road, Canterbury. Work was proceeding satisfactorily on each of these projects.

In addition, contributions were made to the cost of works at several

# HE GOES SOUTHERN AURORA MOST WEEKS



Mr. Wilson arrives at Spencer Street by *Southern Aurora*.

train on a regular basis late in 1956, which means that this year he will have completed 600 trips between Melbourne and Sydney. Half of these journeys will have been by *Southern Aurora* that started running in 1962 when the new standard gauge line between Wodonga and Melbourne eliminated the break of gauge in a new era of rail travel between Australia's two biggest cities.

Actually Mr. Wilson has travelled to and from Sydney for over 20 years.

"In those early days I was convinced that the only way to do the trip was by road", confided Mr. Wilson, "but after I had burnt out two cars, I switched to the airways. However, I had to be 'up with the birds' to go to the airport and by the time I was in my office more than half a day was lost".

## Under 2 cents a mile

Mr. Wilson buys a yearly ticket between Melbourne and Sydney for \$536.

"As I do nearly 31,000 miles a year, the travel costs well under 2 cents a mile", he said, "and I could travel more often than once a week if I wished, at no extra cost".

Mr. Wilson prefers car 6 on the trip to Sydney and car 8 on the return journey.

When asked why he booked in these cars Mr. Wilson said "It's just psychological, perhaps, or because they're close to the club car."

## Amenities

He added that many business people were not aware of the excellent amenities on *Southern Aurora*, and cited the club car where, for about three hours after dinner, other business men could be met and mutual interests discussed over a few drinks. In fact, he had often made valuable business contacts in this car.

"In the dining car, non-travelling clients can be entertained to dinner before the departure of the train".

As head of his company, Mr. Wilson sends his executives by train whenever possible.

Mr. Wilson summed up his near 300 trips on *Southern Aurora* by saying, "The hours of travel are so convenient—at the end of the day to the start of another. And if you want to, you can have a few after dinner drinks before retiring to a comfortable roomette, where you can work, if you wish, before retiring. In the morning, there's a wake-up shower and breakfast, and then it's off to work in a different city".

**A**LMOST every week for the past 11 years Mr. E. A. Wilson, a consultant chemical engineer and Managing Director of M. G. Smith-Tyler (Victoria) Pty. Ltd. has travelled between Melbourne and Sydney by train — since 1962 exclusively on *Southern Aurora*.

Until last month, Mr. Wilson worked alternate weeks in Melbourne and Sydney, conducting business for his firm. Now he finds it sometimes necessary to extend this period in each city to 10 days.

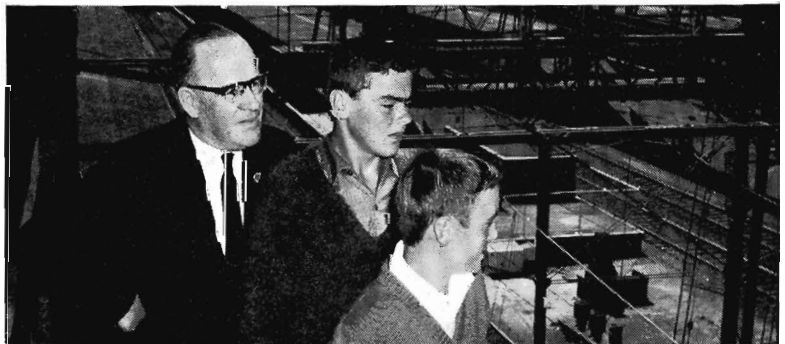
Mr. Wilson's home is in Melbourne, even though he is here only for half the year.

He said he preferred *Southern Aurora* to other forms of transport because no time was lost to business.

"Besides, I've got to know many on the train over the years", he added.

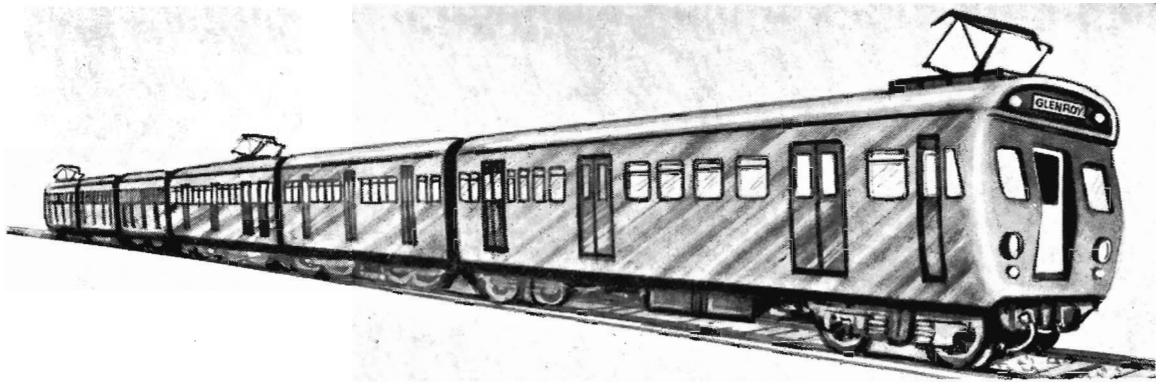
Mr. Wilson started travelling by

## APPRENTICES WELCOMED



**TWIN GREETS TWINS:** Among the 210 new apprentices who were welcomed to the Department last month, by Mr. C. S. Morris, Chairman of the Staff Board, and other senior officers, were the twin brothers Lilloco. Mr. Morris (left) is pointing out features of the Flinders Street station area to John Lilloco and his twin brother Alan. Incidentally, Mr. Morris is himself a twin; both he and his twin brother (now headmaster of Ararat High School) began in the Department as junior clerks at the Melbourne Goods Sheds, 43 years ago.

# NEW SUBURBAN TRAINS



An artist's impression of how the new suburban trains could look.

**T**HE opinions and advice of local and overseas firms experienced in the design and construction of railway carriages will be sought by the Department before inviting tenders for the next batch of metropolitan electric trains.

No effort will be spared to ensure that Melbourne's future suburban carriages will be the most suitable that can be provided for our requirements and that they will be right up to world standards.

A booklet—entitled *Melbourne Suburban Railway System, Light-weight Carriages, Preliminary Inquiry*—has been specially prepared for the purpose. It contains all the information relevant to an inquiry of the nature, and is based on the concept of trains comprising six 75-ft. carriages, which could be broken down to two or four carriage consists during the off-peak period.

The current construction programme for passenger carriages is nearing completion, and for some time substantial research has been conducted to ascertain the most suitable units for future requirements.

Special consideration is to be given to the introduction of new light-weight trains, with high passenger-carrying capacity and low operating and maintenance costs.

This type of train will be a step forward in providing for the increased number of people who will be forced to use public transport as a result of the congestion on the roads.

New light-weight trains could have a passenger capacity of 1,500 for a tare weight of only 200 tons, compared with 270 tons for the 1,200 passenger capacity wooden trains they would replace.

Other features that could be considered in the new designs will be forced draught ventilation with provision for heating the air in cold weather, tinted window glass, and power-operated doors.

## APPRECIATION . . .

### Ballarat

**A**S District Secretary for the recent Ballarat School Girls Camp at Somers I thank all your staff at the stations from Ballarat to Frankston for their courtesy and co-operation. At Ballarat, the staff were most kind, and considerate . . .  
—T. Ryan, *Brown Hill School, Thompson Street, Ballarat, writing to the Secretary*

### Southern Aurora

**I**would like to convey to the Commissioners for Railways for New South Wales and Victoria, our appreciation of the wonderful service we were given on *Southern Aurora*. The meals and service from the conductors were marvellous. It was a most comfortable trip, the train departing and arriving on time, and in all we found it most enjoyable . . .

—Ronald N. Witham, *C.B.E., Mayor of Gympie, writing to the Director, Tourist Development Authority*

**O**N November 10, my wife and I travelled to Melbourne by *Southern Aurora*, and I should like to express our thanks for the service given to us during a most pleasant and enjoyable journey. This was my wife's first experience of overnight train travel, and she re-

marked on the courtesy of our conductor, and the dining car service given by Mr. Geoff Hartman and his staff. The meal and wines were excellent.

—S. B. Baker, *Sales Manager, M. Donaghy & Sons (N.S.W.) Pty. Ltd., writing to the Commissioner, N.S.W. Railways*

### Ringwood

**L**AST night I failed to meet my wife at the station, and went on home without her. I 'phoned the station when I found her gone and asked that a message be given to her. This was done during the rush of peak hour with a courtesy and patience that was a credit to your service. Please thank your staff from me for the trouble they took . . .

—A. M. Logan, *Wantirna Road, Ringwood, writing to the Stationmaster, Ringwood*

### Frankston

**A** letter has been received from Mrs. A. E. Hungerford, O'Grady Avenue, Frankston, expressing her thanks and appreciation of the courtesy and efficiency of Mr. A. S. Bengtsson, stationmaster at Frankston.



# LINES FROM OTHER LINES

## Lover trains

**S**PECIAL trains for honeymoon couples are in operation on the Japanese National Railways—the first ran from Kyoto to Beppu, last March. The specials run every sixth day, on the *Daian* days which are considered especially propitious for weddings. The trains carry the name *Kotobuki*—felicitations. Couples on the trains are given specially designed, free platform tickets which they can autograph and give to friends who see them off.

—(*Rhodesia Railways Magazine*)

## Rent-a-Train for a million a year

**T**HE Illinois Central Railroad (U.S.A.) has introduced a Rent-a-Train plan to help move the huge grain harvests from its territory. The charge for a train will be \$US1 million a year plus \$5 per train-mile. The railway is obliged—under penalty charges—to run the train at 25 m.p.h., and supply it on four hours notice. Trains will consist of 86 wagons, but more can be added for an extra payment.

The main users of the train will be big exporters of grain who buy from country storages. Big elevators will be built by these firms to provide surge-storage capacity so that the trains can be kept busy shifting the grain after the harvesting period is over. (This system of storing wheat, has of course, been operating in Victoria for many years.)

—(*Illinois Central Magazine*.)

## Biggest merger

**T**HE United States Supreme Court recently approved the biggest merger in American financial history—the union of the huge Pennsylvania and New York Central Railroads. The companies have assets of \$5,400 million. (For comparison, the V.R. capital is \$441 million.)

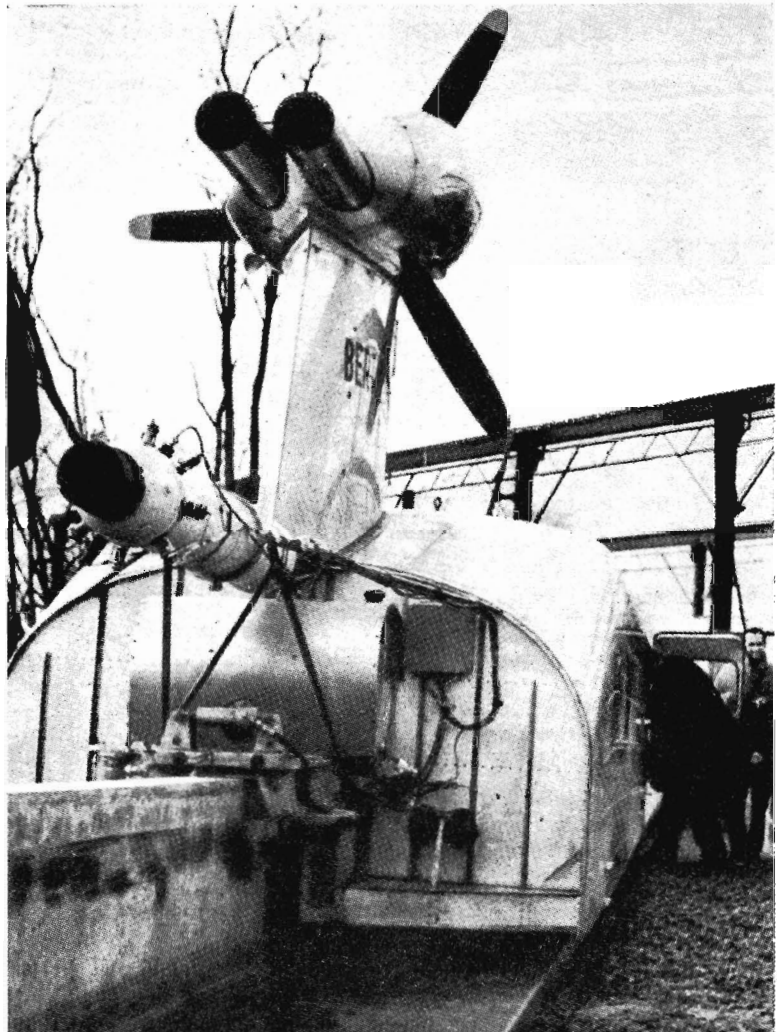
## Huge tanker for N.S.W.

**T**HE largest rail tanker for Australian railways to date is being built in the Comeng plant at Granville, N.S.W.

To hold 26,400 gal. the tanker will be 76 ft. long, almost 10 ft. in diameter, and will carry liquefied petroleum gas for Boral from Matraville to various N.S.W. centres and also to Wodonga.

—(*The Australian Financial Review*)

## Aerotrain



Rear view showing the propulsion system of the aerotrain built by a government-financed group in France for experimental purposes. It is one of the attempts by engineers in various countries throughout the world to develop super-fast trains that, over medium distances, will compete with air services in speed, cost, and comfort. Based on the air-cushion principle, the French vehicle runs on a track consisting of an inverted concrete T-beam. The full scale model would carry 80 to 100 passengers in each carriage, and travel at 250 m.p.h.

## New Queensland line

**T**HE official opening of the new \$20 million Moura-Gladstone railway will take place on March 9, about a month ahead of schedule. Built for the State by the Thiess-Peabody-Mitsui coal mining group, the 112-mile line is the first built in Queensland for 40 years. The new line is a heavy duty 3 ft.

6 in. gauge track on which normal public freight and passenger traffic will be operated by the Q.G.R. as well as coal trains of up to 2,700 tons. The coal traffic will eventually amount to five million tons annually, needing 40 trains a week to the port of Gladstone from which the coal will be exported to Japanese steel mills.

(*The Australian Financial Review*)

## Assistant C.M.E.

MR. A. J. Nicholson, who has been appointed Assistant Chief Mechanical Engineer, started at the North Melbourne Workshops as a 14-year-old lad in 1937, and later became an apprentice fitter and turner. After qualifying in mechanical engineering at Footscray Technical College in 1949, he became an assistant engineer.



Mr. Nicholson

Mr. Nicholson was appointed an engineer in 1958. The following year he attended a course in Work Study at the Royal Melbourne Institute of Technology and was seconded to the Secretary's Branch as the Department's Senior Work Study Officer.

He returned to the Rolling Stock Branch in 1964 and, the following year, was appointed Workshops Superintendent at Newport Workshops.

During 1966 he accompanied Mr. G. F. Brown, Chairman of Commissioners, on a visit to Japan, Canada and the United States of America.

The purpose of this visit, which covered most of the railway systems in those countries, was to investigate recent trends in railway transportation. A particular study was made of suburban railway systems, and modern techniques used to handle freight.

On his return from overseas, Mr. Nicholson was appointed to special duties associated with rolling stock design and construction.

He is an Associate Fellow of the Institute of Management, and an Associate Member of the Institute of Industrial Engineers.

His spare time away from Departmental duties is devoted to activities at Chadstone High School, where he is Chairman of the Advisory Council.

## Thanks from Vietnam

V.R. servicemen overseas have written to the Department, expressing their thanks for the \$3 postal orders sent to each of them by the Commissioners. Each order could be exchanged for

a gift parcel at the serviceman's nearest PX canteen. Typical comments were :

... I must admit that I wasn't expecting anything like this at all. And I would like to thank you for making my Christmas just that little bit happier. It is a wonderful feeling to know that although you are miles from home at least you're not forgotten . . .

—S. Foster, (Rolling Stock Branch)

... it was a great surprise. I did not receive your letter until a day before Christmas as we have been on operations, the three other fellows in our tent and myself had it after the Christmas day celebrations. I can say that it was greatly appreciated at that time . . .

—R. Hollings, (Accountancy Branch)

... am pleased to know that I am still thought of back in the Railways . . .

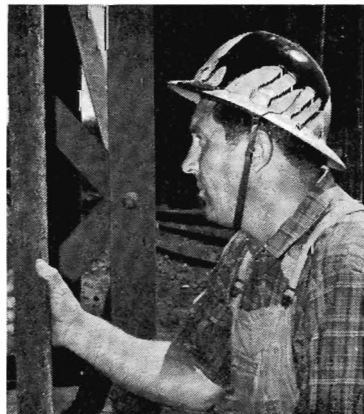
—G. P. Otte, (Way and Works Branch)

I thank you for your letter, postal note, and kind thoughts at Christmas time. They were all very welcome . . .

—A. J. Mulquiney, (Traffic Branch)

## Protected by helmet

ALTHOUGH he sustained arm burns when molten pitch accidentally spilt on him, Cable Jointer's Assistant Herbert Mandel was saved by his helmet from serious burns to his head and face. At the time of the accident, Mr. Mandel was working on a platform 35 ft. from the ground. Although he naturally recoiled when the hot pitch fell, his safety belt saved him from falling.



Mr. Mandel wearing the pitch-covered helmet.

## Bandsman

SIGNALMAN Ken Boal, of Castlemaine, is one of those people who give up their time to make music for the pleasure of others. He is a brass band enthusiast, and has been playing the double bass in Thompson's Foundry Band



for the past seven years. The band came second, both in the 1964 Ballarat South Street competitions, and the interstate competitions at Tanunda, S.A., in the same year. Mr. Boal has also played in the Footscray and Yarraville City Band—A grade Victorian champions in 1966. He has been at Castlemaine for 12 years, and has worked at Daylesford, Woodend, and in the metropolitan area.

## MBE

Among those in the New Year Honors list was Mr. R. J. Attrill who recently retired from Newport Workshops. Mr. Attrill who founded the Railway Employees' Orthopaedic Hospital Auxiliary, became a Member of the Order of the British Empire. After receiving the honour, Mr. Attrill expressed his thanks to the members of the auxiliary committee and the contributors "as it was these people who made the honour possible".

## Carlton worker

Among last month's retirements was that of Mr. Mervyn Olholm, O-in-C of the Goods Audit section of the Accountancy Branch. Mr. Olholm, who had nearly 50 years service in the Department, is a life member of Carlton Football Club and probably the leading ticket seller of all the League clubs. From 1934 to the end of last year his sales amounted to \$227,000 . . . and he's still active.



A representative gathering at Flinders Street recently said good-bye to Mr. T. M. Sexton who retired as Chief Clerk of the Metropolitan Superintendent's office. Mr. Sexton joined the Department on January 8, 1918, and had been Metro. Chief Clerk since 1963. He is shown (left) being farewellled by a colleague, Mr. E. Kilpatrick. (Photograph; F. Newman).

### Ballarat First Aid

Ballarat first-aid group concluded its year with an electric light bowls tournament at the Ballarat Bowling Club last month. Visitors from Melbourne attended, and the winning team consisted of Messrs. D. Casey, A. Maude, N. L. Deveson, and G. Storey.

### V.R.I. scholarships

V.R.I. scholarships for the 1968 class year have been awarded to Messrs. N. B. Chamings (junior clerk, Ararat Loco.), E. Power (junior clerk, South Dynon), and S. C. Shannon (junior clerical assistant, Accountancy Branch, Flinders Street).

## THE V.R.I. LIBRARIAN TALKS ABOUT BOOKS

READERS of non-fiction have had a virtual bonanza recently, and, happily, this trend continues—a great many very entertaining books are being published in all areas of non-fiction, and the V.R.I. library acquires the best of them.

Australiana still continues to increase in popularity, because of such books as Elspeth Huxley's *Their Shining Eldorado*. This is an account of a most perceptive English-woman's travels around Australia, and should prove most satisfying to readers. *One Foot in the Grave* by Dave Burchall is the very entertaining biography of a man who refused to let the loss of a limb restrict his enjoyment of life, and readers will share this enjoyment when they read of his Air Force career, and his subsequent exploits as parachutist, skin diver, etc. Len Beadle continues to recount

his hilarious adventures in *Blast the Bush*. Here is a man who lives life to the full, as he showed in *Too Long in the Bush*, and this latest book is equally enjoyable. For the historically minded, *The Lights of Cobb and Co.* by K. A. Austin, and *Sydney's Burning* by Dr. Ian Turner, may appeal. This latter is an account of the tribulations and trial of the WOBBLIES (Industrial Workers of the World), during the first World War, when conscription was an even more controversial subject than now. Then, to bring history up to more recent times, there is Sir Robert Menzies *Afternoon Light*, which needs no further introduction.

Armchair travellers can vicariously visit any country in the world, in our Library, and recent additions will take them to India, Thailand and Hong Kong with Derek Townsend, in *Eastern Quest*. That Townsend is a professional traveller, author, and photographer is amply illustrated here. Colin Simpson is a well-known Australian traveller and writer, and his *Katmandu* while not, perhaps, his best book, is nevertheless very interesting and informative. If your interest lies in Scotland, I would recommend *Around the Highlands* by Michael Brandon. This author has H. V. Morton's gift of relating places to events, which adds great interest to any travel book. Italy, Sardinia and Sicily are the venues of Dominique Fernandez's *The Mother Sea*, and again this is no simple account of travels—folklore, the people, social questions and politics are all woven into a most entertaining book.

Recently added books in the Sports section, as well as covering the more usual golf and cricket books, include horseracing, in *The Paddock Book* edited by R. Rodrigo, (an anthology of writings on all aspects of the sport of kings); motor cycle and motor car racing in Alan Dixon's *The T.T. Riders* and *International Motor Racing Book*, (edited by Phil Drac-kett, and including an article by Jack Brabham); and skin-diving in Craig and Degn's *Introduction to Skin and Scuba Diving*. There are also others on spear-fishing, sea angling, indoor and lawn bowls, weightlifting and karate.

## RETIREMENTS

### ROLLING STOCK BRANCH

Pocock, F., (Dec.), Newport  
Blachford, R. A., (Nov.), Ararat  
Prytherch, R., (Nov.), Newport  
Martin, R. J., (Jan.), North Melbourne  
Porter, A. E., (Jan.), Newport  
McDonald, C. J., (Jan.), Newport  
Cunningham, D. E., (Jan.), Ballarat Nth.  
Gliddon, H., (Jan.), T.L. Depot  
Coles, W. C., (Mar.), Newport  
Praeger, A. W., (Mar.), Newport  
Francis, T., (Mar.) Jolimont  
Robinson, J., (Mar.), North Melbourne  
Chalkiadakis, D., (Mar.), Newport  
Ganakas, G., (Mar.), Jolimont

### ROLLING STOCK—continued

Taylor, A. H., (Mar.), Head Office  
Walton, T., (Mar.), Seymour  
Heyne, E. A., (Mar.), South Dynon  
Comrie, J., (Mar.), Ballarat Loco  
Dawes, T. A., (Mar.), Ballarat North  
White, E., (Mar.), North Melbourne

### TRAFFIC BRANCH

Blay, H. M., (Jan.), Melbourne Yards  
Tuder, R. S., (Mar.), Goornong  
Cummins, H., (Mar.), Shepparton  
Tasker, J. L. L., (Mar.), Melbourne Goods  
Beeston, C. A., (Mar.), Ballarat  
Rice, J. H. T., (Mar.), Corio  
Kerger, H. L., (Mar.), Geelong  
Jonsson, J. I., (Mar.), Flinders Street  
Kennedy, C., (Mar.), Spencer Street  
Saunders, J., (Mar.), Geelong  
Arvanitis, L., (Dec.), Flinders Street

### WAY AND WORKS BRANCH

Aiston, D., (Dec.), Pyramid  
Daly, J. F., (Mar.), C/o Line Supervisor  
Doukopoulos, M., (Mar.), Fawkner  
Drury, A. J., (Mar.), Dunolly  
Elston, A. E., (Jan.), Hamilton  
Evans, W. C., (Mar.), Spotswood  
Gordon, B. H., (Mar.), Ascendale  
Hague, J. E., (Mar.), Woodend  
Lynch, F. A., (Dec.), Spencer Street  
Marshall, R. H., (Jan.), Flinders Street  
McCormack, W. G., (Mar.), Burnley  
McDonald, V. A., (Mar.), Head Office  
McDougal, R. K., (Mar.), Spotswood  
Parisi, M., (Mar.), Special Works  
Pearce, P. H., (Mar.), Donald  
Putt, R. W. E., (Dec.), Woomelang  
Scott, I. W., (Mar.), Head Office  
Smith, D. E., (Jan.), Murtoa

### STORES BRANCH

Hutchison, S. J. P., (Dec.), Overhead Maintenance  
Warren, G. S., (Dec.), Newport W'shops  
Jeffreys, J. C., (Dec.), Reclamation Depot  
Walton, D. L. (Miss), (Mar.), Head Office

### ACCOUNTANCY BRANCH

Carter, G. E., (Miss), (Nov.), Flinders St.  
Ewels, E. J., (Dec.), Head Office  
Reynolds, E. C., (Mar.), Head Office

### SECRETARY'S BRANCH

Jones, M. A., (Mar.), Head Office  
Wickenton, V. H., (Mar.), Head Office

### REFRESHMENT SERVICES BRANCH

Walker, G. (Miss), (Nov.), Spencer St.

### ELECTRICAL ENGINEERING BRANCH

Wonnacott, K. V. R., (Feb.), Distribution Division  
Henry, M. W., (Mar.), Overhead Div.

### NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Tucker, E. E., Geelong

#### TRAFFIC BRANCH

Wall, J. P., Melbourne Goods  
Prescott, W., Tatura  
Francis, K. A., Lalor  
Seppings, E. J., Bendigo  
Eales, R., Wahgunyah  
Rawlings, R. V. A., Melbourne Goods

#### WAY AND WORKS BRANCH

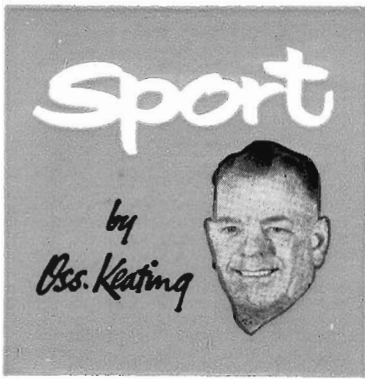
Bereznyi, M., Spotswood  
Hannett, W. J., Tatyoon  
Harkins, J. H., Spotswood  
Jensen, R. G., Newport

#### ACCOUNTANCY BRANCH

Bilinskyj, V., Head Office

#### ELECTRICAL ENGINEERING BRANCH

Sorrell, W. R., Distribution Div.  
Chappel, T. R., Testing Division



## Cricket

**A**FTER four rounds, the fight for this year's premiership has reached a most interesting stage. Until the fourth round was completed, Suburban Lines and Loco looked certain to play off for the cup, but Melbourne Yard, after their well-earned win over Loco., have emerged as a real threat to the two top sides. As *News Letter* went to press, there were two games to be played, and it looked as though the two contenders for the Commissioners' Cup would not be known until the last round was completed.

The final will be played at Royal Park on Tuesday, March 5, beginning at 10 a.m. Lunch will be taken from 1 p.m. to 2 p.m. It is hoped that off-duty railway cricketers will come and have a look at this match. These teams are very evenly matched and an interesting tussle should ensue.

Learnt the other day that popular Wally Carson of Warragul had finally decided that the time had come to put his bat away and retire from the game he loved so much. Age, the enemy of us all, had caught up with Wal, and at 58 he found that the

strain on his old pins was just too much.

What a remarkable career he has had. He started playing competitive cricket 43 years ago, with the Moreland Church of Christ under 17 team, where his wicket keeping ability soon came under notice and he was promoted to Carlton thirds and then transferred to Fitzroy seconds. However, he returned to Moreland for the 1928-29 season, the year they were undefeated champions and premiers of their competition.

Brunswick, in the sub-district competition, at this time were looking for a wicket-keeper and invited Wally to join the club for the 29/30 season. He kept wickets for Brunswick until half way through the 1933/34 season, when, asked to have a bowl in a match, he captured four wickets for very little cost.

That was the end of wicket-keeping for Wal. He remained at Brunswick for 16 years, and, in all, took over 660 wickets, a wonderful record. Over this period he had also played in many sub-district representative sides and had been appointed captain on two occasions. During the winter, he played baseball with Brunswick and won interstate selection in this sport also.

In 1950, Wally was transferred to Warragul by the Department and immediately began to make his presence felt on the local cricket scene. While he has not kept an accurate tally of the number of wickets he has taken in the Warragul and District Cricket Association, he has conservatively (and modestly) estimated that he has captured about 750 wickets in the 16 years he has been playing in the district. Without a doubt, this has been a magnificent career, and as Wally, who is Works Foreman and Institute President at Warragul, has already shown keen interest in the administrative

side of the sport, it is obvious that his advice and experience will be available to the youngsters of the area for some time to come.

## Tennis

**T**HE 1967-68 season has just finished, and the Dunkling Shield was won by the Rolling Stock team for the first time for many years. Members of the winning combination were B. Pearce (capt.), J. Bromley, L. Butcher and T. McInnery. The Pimms Cup competition was won by Suburban Lines, and the members of this team—K. Deatyon (capt.), M. Barker, G. Trevena and G. McInnery—are to be congratulated on their fine effort throughout the season.

Entries for Country Week (April 1-5) will close on March 12.

## Bowls

**T**HE selectors have advised that Laurie Hindson, of Bendigo, will be our representative in the singles event at the Intersystem Carnival in Canberra. Gil Sargeant (skip.) and Keith Williams, both from the metropolitan area, are our pairs representatives.

Two country clubs (West Geelong and Golden Square), and two city clubs (Footscray City and Elsternwick) have been visited in the New Year. The number of members who are supporting these games is most heartening to the Committee.

## Table Tennis

**A**S advised in the last issue of *News Letter*, the Intersystem Table Tennis Carnival will be held in Brisbane from June 16-26. The Queensland Railways Institute has now issued an invitation for women's teams to compete. So, if any of our railway lasses would like to participate in this carnival, they should get more detailed information from me (auto. 2445) or Mr. G. Smith, Hon. Secretary, V.R.I. Table Tennis Association, (auto. 1253), as soon as possible.



Suburban lines players get in some catching practice before taking the field against Codon. (From left) J. McColman, N. Graham, K. Williams, J. Walker, and P. Gurrie (capt.).

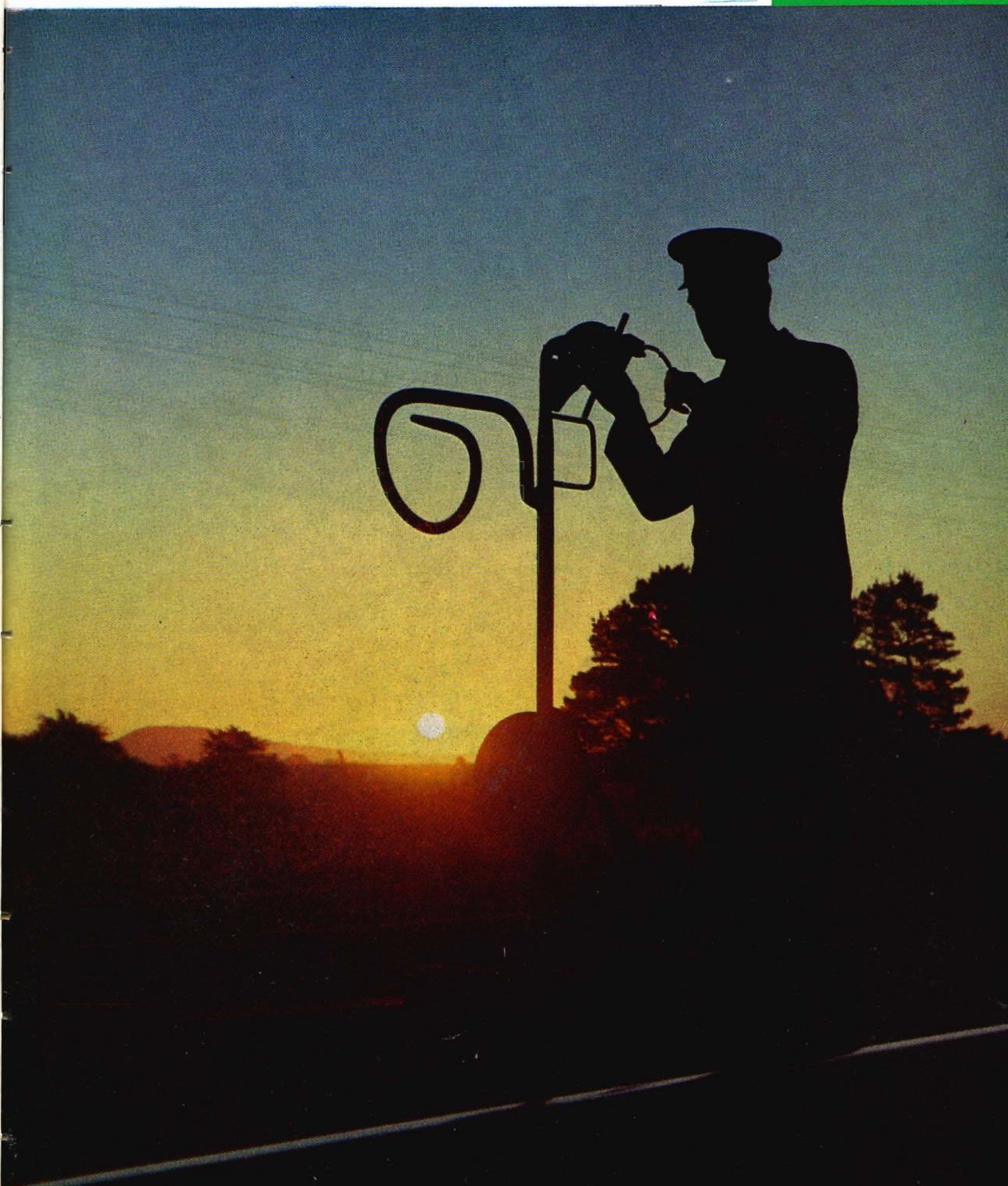
VICTORIAN RAILWAYS

# NEWS LETTER

MARCH



1968



V.R. CHAIRMAN COMMENTS ON

## RAILWAYS AND THE VICTORIAN EXPORTER

**E**XPORT traffic handled by rail direct to ships' sides in Victoria amounts to over 600,000 tons each year. In addition, a considerable tonnage is railed to Melbourne terminal for subsequent delivery to ships at non-rail berths.

These figures are in themselves quite impressive, but what they do not disclose is the extent of the behind-the-scenes co-ordination between exporters and the Railways which is essential if export commodities are to be available at ships' sides at the time required for loading.

So far as the Railways are concerned, this co-ordination involves any or all of the following aspects of railway working :

- Empty haulage of some wagons and/or vans, often of special type, to loading points to meet the requirements of the exporter.
- Scheduling of special pilots or trains to move traffic to the ships' sides when, because of quantity or time limitations, normal services are unsuitable to the Shipping Companies.
- Liaison with Shipping Companies and exporters to ensure delivery of the quantities of traffic required at specific times coinciding with ships' berthing and loading schedules.
- Waiving of any demurrage caused by late berthing of ships, Sundays or public holidays, or delays caused

by rain or wharf labour stoppages. Some other demurrage charges are waived when a set number of wagons are discharged from "carry-over" wagons.

- Supply of pier foremen, tally checkers, tractor drivers, tractor shunters and labourers on wharves between the hours of 8 a.m. and 5 p.m. at no cost to the Shipping Companies or exporters. Only when penalty rates are involved to suit the convenience of the Shipping Companies is any charge debited, and then only for the penalty portion of the wages.

Quite apart from these service aspects, railway charges are also especially designed to confer an advantage upon exporters.

Concessional rates for export commodities range from 15 per cent. to 68 per cent. lower than ordinary rates for the same products railed for local use, and other special rates are also available under freight contract conditions.

In keeping with this tradition of co-operation established over the years the Railways are now facing up to the problems brought about by the decision of overseas shipping interests to invest heavily in the containerization of export cargoes, and are planning accordingly.

In fact, the V.R. are the Design Authority for container wagons for Railways of Australia.

### Those Altona trains

**A** fact that many people tend to overlook is that the Commissioners are possibly more anxious than anyone else to have the old, off-peak rolling stock replaced on the Newport-Altona line. However, the Department is hampered in doing this by the inadequate financial provision that was made in previous years for a properly planned rolling stock replacement programme.

Had these funds been made available by Governments, wooden-body metropolitan carriages would have been replaced years ago.

For 16 years, from 1928 to 1943, no carriages were built; in the next 12 years, only 42 carriages were built. Consequently, in the 28 years from 1928 to 1955, the replacement for a fleet of 922 vehicles was an average of only 1.4 carriages per annum.

The problem is seen to be all the more serious when it is realized that the maximum desirable life of a metropolitan carriage is 35 years.

Despite the fact that the fleet has been increased by 88 vehicles since 1955, these new carriages cannot all be used as replacements because of the demands for extra rolling stock to provide extra services in rapidly developing outer-Melbourne areas.

This, in turn, means that the more modern rolling stock has to be used on lines with the highest density traffic; older carriages are used where traffic is light. The Newport-Altona line is in the latter category. However, in peak periods, a number of later type sliding-door carriages and "Harris" trains run on the Newport-Altona line from Melbourne.

At present it is not possible to anticipate when the Newport-Altona line off-peak rolling stock will be replaced. Only the amount of money made available in the future for carriage construction will decide the issue.

Complaints about the cleanliness of the Newport-Altona line carriages and their state of repair are not necessarily the fault of the Department.

Carriages on that line, because of their age, are difficult to maintain in their original condition. Natural deterioration accounts for much of their appearance. As vandalism tends to be more prevalent on the Newport-Altona line, the rate of deterioration of the carriages is hastened by scratch-marks and deeply

### Rail-Pix now available

**A** series of 35 mm. slide programmes—known as *Rail-Pix*—has been prepared by the Department to assist schools, churches, scouts, or other groups, with the running of slide evenings. A typed commentary is supplied with each *Rail-Pix* series; and some taped commentaries, for use with tape recorders, are available.

The number of slides in each series varies from 54 to 140. At present, eight series are available, and more are being added.

*Steam Locomotive Parade* features the long line of V.R. locomotives, from the beginning to the near-end; *Popular Fallacies* gives a brief glimpse at history and current events while it exposes some fallacies relating to railways; other titles include *Haulpower*, *Our Daily Bread*, *High Holiday*, *Journey into History*, *V.I.P. Travel*, and *Freight Handling*.

Slides may be obtained on loan from the Public Relations and Betterment Board, Room 98, Railways Administrative Offices, Spencer Street. Free catalogues are also available from the same address.

embedded messages. Also carriages are frequently made dirty by the people who travel in them, and the Department should not be expected to bear additional cleaning costs in one area compared with other areas where normal cleaning methods satisfy train travellers.

### Drought relief works speeded

THE Department wasted no time in implementing urgent drought relief works for unemployed men in the Warracknabeal district. Although the approval for the employment of 75 men was given by the Government only on Wednesday, February 7, the Department arranged for the first 30 to start work on the following Monday, and the remainder to begin the next week.

The works involve the re-laying of 10 miles of railway track north of Warracknabeal—the first stage of a 20-mile re-laying project. This stage will cost \$125,000 and provide employment for the 75 men for three months and, in addition, will absorb another 25 men who are already being employed on drought relief works on the line.

Men for the drought relief works were selected by the Commonwealth Employment Service.

### Passing of steam

TIME is running out for the steam locomotive on the Victorian Railways.

The last steam locomotive in the Bendigo district left Cohuna with a goods train for Bendigo at 7 a.m. on February 5. A diesel-electric locomotive has taken over the running of the local goods service, leaving Bendigo at 6 a.m. and reaching Cohuna at 2.40 p.m.

Ararat is now the last stronghold of steam. At present, 17 steam locomotives—eight coal-burners and nine oil-burners—are based at the Ararat locomotive depot, and used on goods train services in the Ararat-Dimboola-Serviceton districts.

Only two steam locomotives are in the Ballarat district, and only four are available for shunting work at Geelong.

However, a number of steam locomotives must be kept in serviceable condition to meet the peak demands of the wheat harvest and other seasonal fluctuations.

### From Ireland (with love ?)

Spencer Street stationmaster last month received a copy of the *Irish Press*. Wondering why it was sent, he opened the paper, and out fell an envelope with two pennies and the inscription "Give this to Ron Barassi—from an Irish colleen".

In the newspaper was a picture of Ron Barassi and an account of the game played there by the visiting Australians, some time ago.

### Road Safety Committee

The Victorian Parliament has appointed a Joint Select Committee to inquire into and report on all aspects of road safety.

In particular, the committee will examine measures—whether in Victoria or elsewhere—that reduce accidents; it will specify any additional measures that should be adopted; and will also report on research that should be undertaken, and any other matters that appear relevant to the inquiry.

The Department is preparing views for submission to the committee.

### One-carriage train

A 1-carriage train, with an interior ticket-booking office, began running a Sunday service on the Camberwell-Alamein line on Sunday March 3.

The train provides a more economical service for the line which has very light patronage on Sundays.

The carriage for the train is a Tait type that has rows of seats, divided by a passage-way leading to the ticket-booking office.

Consequently, on Sundays, stations from Riversdale to Alamein, except Ashburton, are closed.

Passengers on the 1-carriage train are able to buy tickets from the guard for any journey in the metropolitan area. The 1-carriage train connects at Camberwell with trains to other stations.

Weekly tickets can be bought on the 1-carriage train for travel from Riversdale, Willison, Hartwell, Burwood and Alamein.

### Big catering job

MORE than 8,000 meals were served by the Refreshment Services to scouts travelling by train to and from Brisbane for the Jamboree held during the New Year period. Up to 700 scouts travelled on each special train, and the provision of hot meals at Seymour, Spencer Street Cafeteria, and Ballarat imposed a considerable strain during the heaviest trading period of the year. That the service was satisfactory is shown by a letter received from the organizer of the S.A. contingent, Mr. R. A. Mugge, who said,

"All connected with the Jamboree contingent organization were very satisfied with the co-operation received from the Victorian Railways refreshment room officials . . ."

### More grain hopper wagons

THE Department's fleet of bulk grain hopper wagons is to be doubled by the building of another 100 vehicles, at a cost of approximately \$1 million. The new hoppers will be of high-strength, low-alloy structural steel; the existing ones are of aluminium.

The tender of Industrial Engineering Ltd. (Steelweld Division) of Ashley Street, West Footscray, has been accepted for the design and manufacture of the new wagons.

A special allotment of funds has been made available by the State Government for these additional grain wagons.

As the Department's own workshops are fully engaged on other construction work, including suburban carriages and special-purpose freight vehicles, it was decided to buy these wagons from an outside contractor.

However, all work associated with the bogies, including the assembly of wheels and axles, and sundry brake gear, will be done in railway workshops.

As the additional bulk hopper wagons come to hand, they will enable a quicker turn round, and bring increased efficiency in the handling of big seasonal grain movements.

### New schedules for Burnley trains

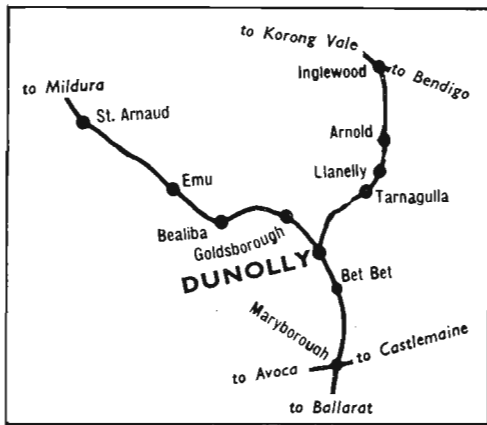
TRAIN schedules on the Burnley group of lines were extensively altered from February 26.

The new schedules provide for :

- more 8-carriage trains on the Lilydale, Belgrave and Ringwood lines;
- more express runs through East Richmond and Glenferrie for Box Hill line trains; and
- an afternoon *shoppers' express* from Melbourne to Belgrave.

### FRONT COVER

SUNSET AT GORDON: As this picture suggests, the automatic staff exchanger might have possibilities as a piece of modern sculpture. It is surely as expressive as some of those puzzling contraptions that cause art patrons to part with good dollars, and art critics to produce bad prose that is every bit as puzzling as the creations they criticize. And the staff exchanger has the added merit of being useful.



WHEN tenders were called in 1871 for building the railway from Ballarat and Castlemaine to Maryborough and Dunolly, Parliament had not decided on the gauge. Tenderers, therefore, were required to supply costs for both 5 ft. 3 in. and 3 ft. 6 in. gauges. Fortunately, broad gauge was decided upon, otherwise we might have had narrow gauge at

# DUNOLLY

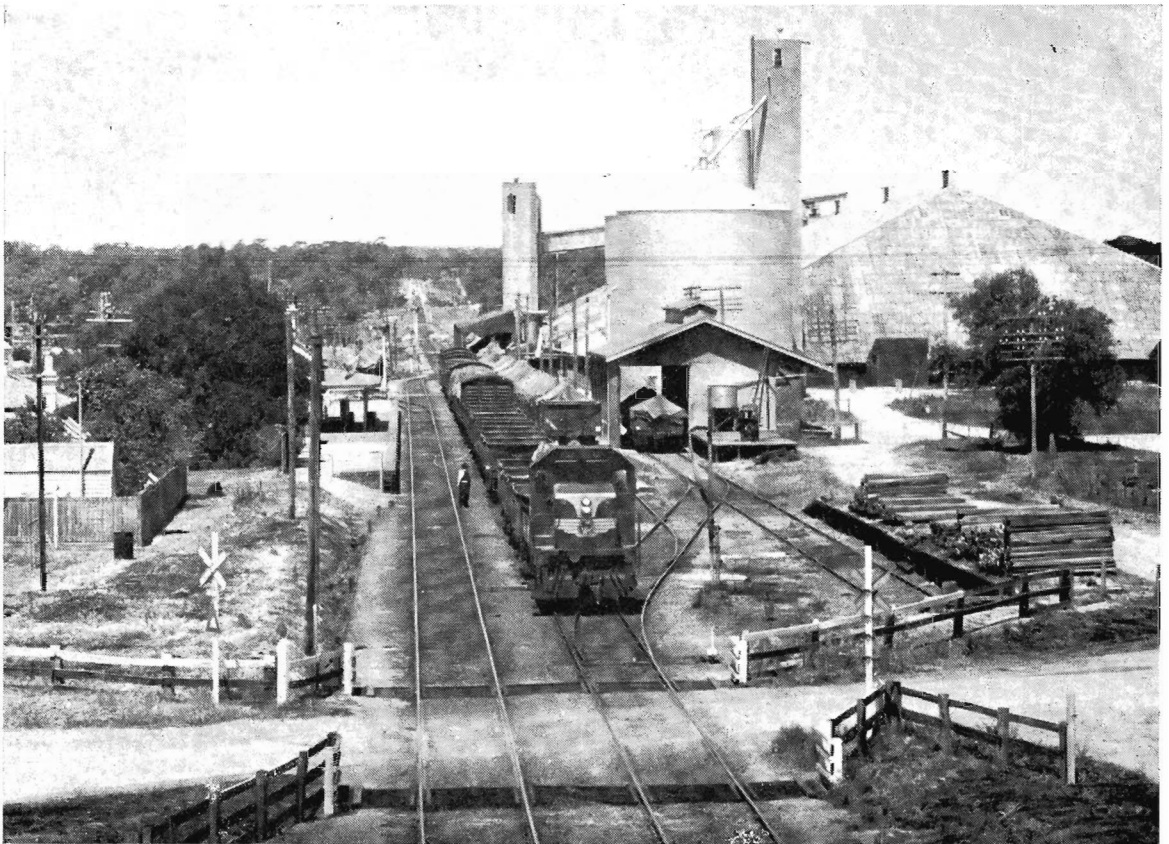
The third largest wheat storage in Victoria, with a capacity of 10½ million bushels, is at Dunolly on the Mildura line, 125½ miles from Melbourne. The main horizontal silo, built in 1942, has a floor space of 9½ acres. The 247 tons of steel in the roof are supported by 1,240 poles. During a normal season, grain from more than 200 rail wagons is discharged each day at the rate of 240 tons an hour. But, this year, owing to the small harvest no wheat was railed into the main storage.

Three years ago, a 135,000-bushel vertical steel elevator was erected to augment the older storage.

Last financial year, 74,637 tons of wheat were received at Dunolly and 57,851 tons loaded out. Nearly 1,000 tons of oats were dispatched. The grain traffic at Dunolly earned the Railways \$144,840. Other revenue for general goods, wool, and passenger traffic was \$13,065. There were 1,717 passenger journeys from the station.

The district provides some of the best quality (grey-box) railway sleepers in the State. Last year, 12,672 were supplied by local cutters and railed from Dunolly.

Railway interests at Dunolly are looked after by a staff of four. Stationmaster Tom Hilder, after six years relieving in the Ballarat district, came to Dunolly last April. Mr. Hilder also supervises four other stations—Arnold, Goldsborough, Llanelly, Tarnagulla, and Bealiba.



Dunolly station and yard, showing grain storages, and sleepers awaiting inspection.



The two assistant stationmasters are Mr. Kelvin Young, who has been at Dunolly for five years, and Mr. Graham Polinelli—brother of the star Geelong footballer and a leading footballer himself with the locals. The station assistant is Mr. Trevor Wiseman.

Stationmaster Hilder told *News Letter* about the great co-operation he and his staff receive from the town people. "The beer for the two hotels and stock for the three grocery stores all come to Dunolly by rail", he added.

There are two track gangs at Dunolly. One of them—No. 7, under Ganger Arthur Lacey—won last year's prize for the most improved length in the Ballarat district.

The line from Maryborough to Dunolly was built in 1874. Dunolly station, costing \$5,199, was opened the same year. The present station office is part of the original stationmaster's residence built in 1889 at a cost of \$1,339.

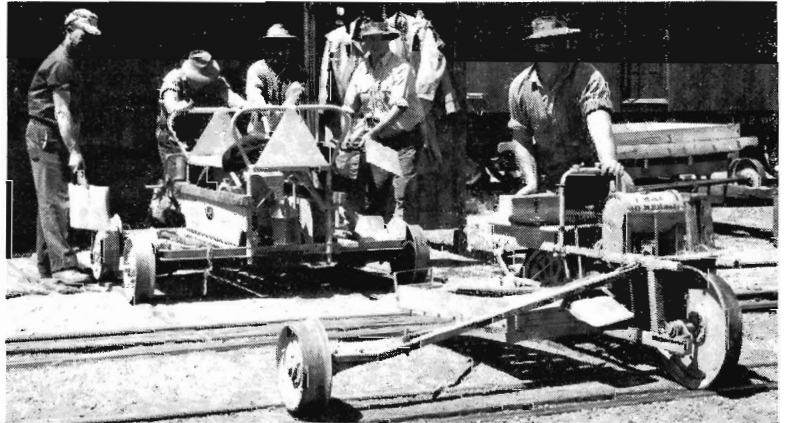
Speedy construction of the line to St. Arnaud was desired, and a contract was let to Monie and Mattinson at a cost of \$166,867. Because the line was opened prior to the specified date, the contractors earned a bonus of \$6,000.

In 1888, a branch line from Dunolly to Inglewood was opened.

About 1,000 people now live in Dunolly. It was once the site of a goldfield with a population of 55,000. The 2,520 oz. Welcome Stranger nugget, one of the largest in the world, was found in 1869, close to the present township.



Interior of main wheat storage.



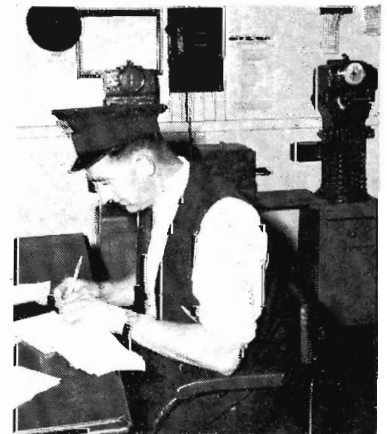
Track gang No. 7



Stationmaster T. Hilder

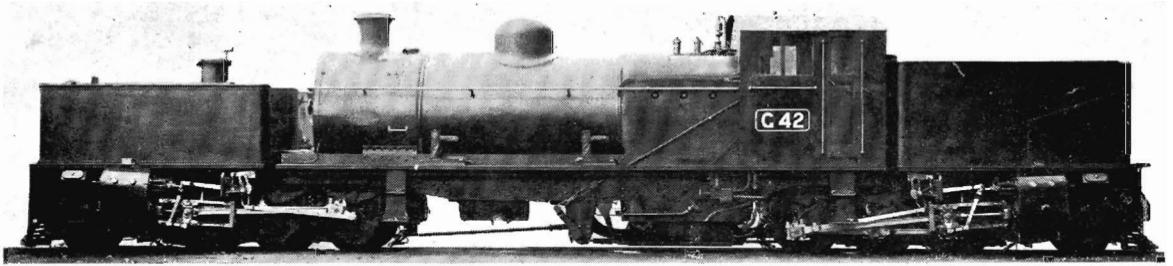


Ganger A. Lacy takes out inspection motor.

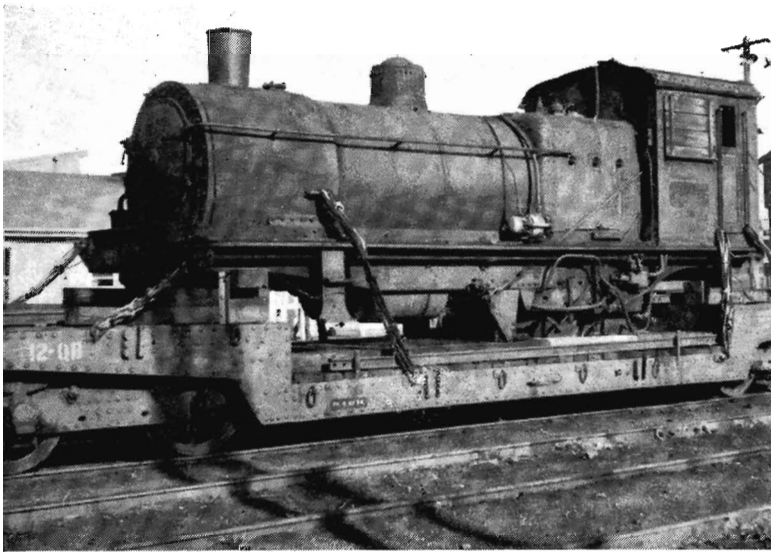


Assistant Stationmaster K. Young prepares a return in the office that is part of the original stationmaster's residence.

# G42 GOES TO MUSEUM

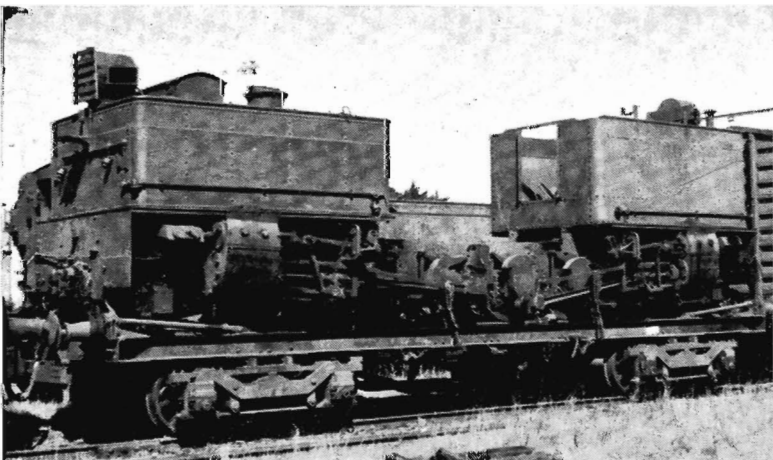


G 42 as it was in 1926 before going into service.



The boiler unit on the well wagon

↓ The leading and trailing units

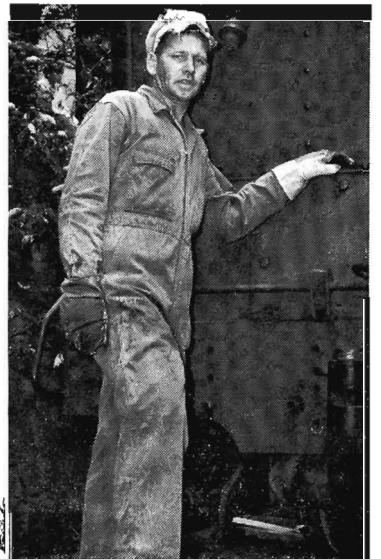


LAST month, an interesting job was done at Belgrave. It was the transfer of a narrow gauge locomotive over the broad gauge track on to the narrow gauge, 2ft. 6 in. track. The locomotive—Garratt type G 42—was on its way to the museum of the *Puffing Billy Preservation Society* at Menzies Creek.

G 42 was built in England in 1926, and went into service on the Moe-Walhalla, and, later, the Colac-Weeaprounah line.

The loco was carried on two wagons from Newport Workshops to Belgrave. The boiler unit was mounted on a well wagon, and the other two units—the leading and trailing tenders—were mounted on a flat wagon.

On arrival at Belgrave, the boiler unit was jacked up and the other two



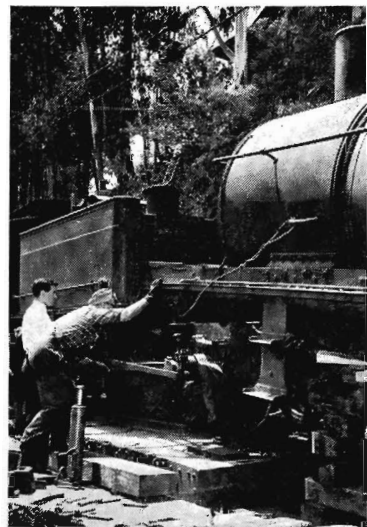
Driver A. E. Smith who drove the train from Newport Workshops to Belgrave, with G 42 on board, knows the Garratt well. He cleaned, fired, and drove the loco when it was on the Walhalla line.

units were then moved under it. The Garrat's leading unit was moved under the boiler unit by an NA (narrow gauge) loco. The other—the trailing unit—was moved under the boiler unit (a distance of about 20 ft.) by a lever-operated cable.

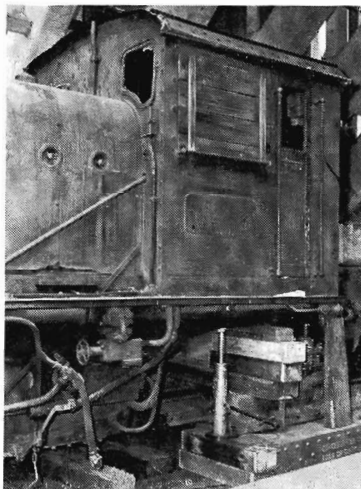
When all units were aligned on the centre plates, the NA loco. hauled the Garrat off the well wagon, down a special ramp at the end of the broad gauge siding, and into the narrow gauge yard for painting and subsequent transfer to Menzies Creek. This ramp brings the narrow gauge track up to the level of the floor of the flat top wagon on broad gauge, and enables a narrow gauge loco. to gain access to units that are being transferred to or from the broad gauge.



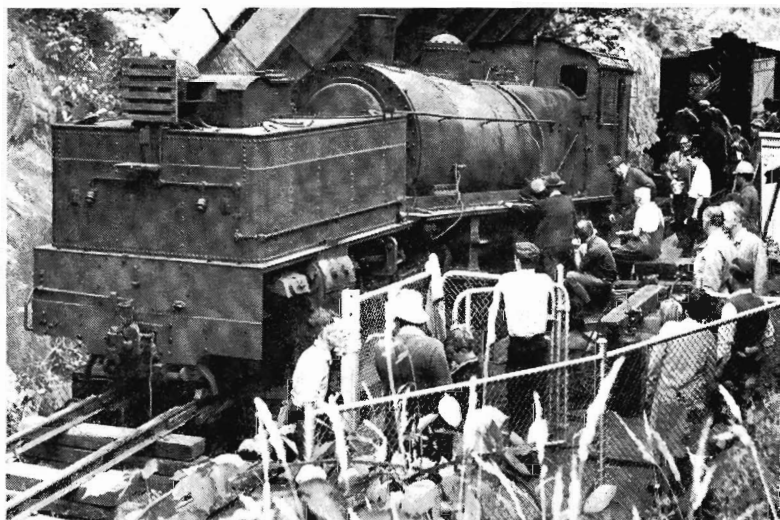
Jacking up the boiler unit, so that the leading unit can be rolled under it.



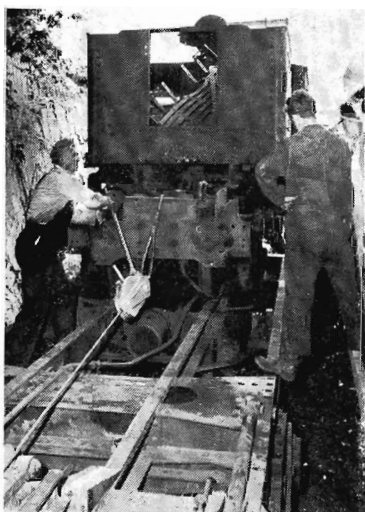
The leading unit is being rolled under the front end of the boiler unit.



Jacking up the rear end of the boiler unit to receive the trailing unit.



The leading unit is now in position under the boiler unit, and preparations are being made to jack up the rear end of the boiler unit. At left can be seen the ramp from the narrow gauge track.



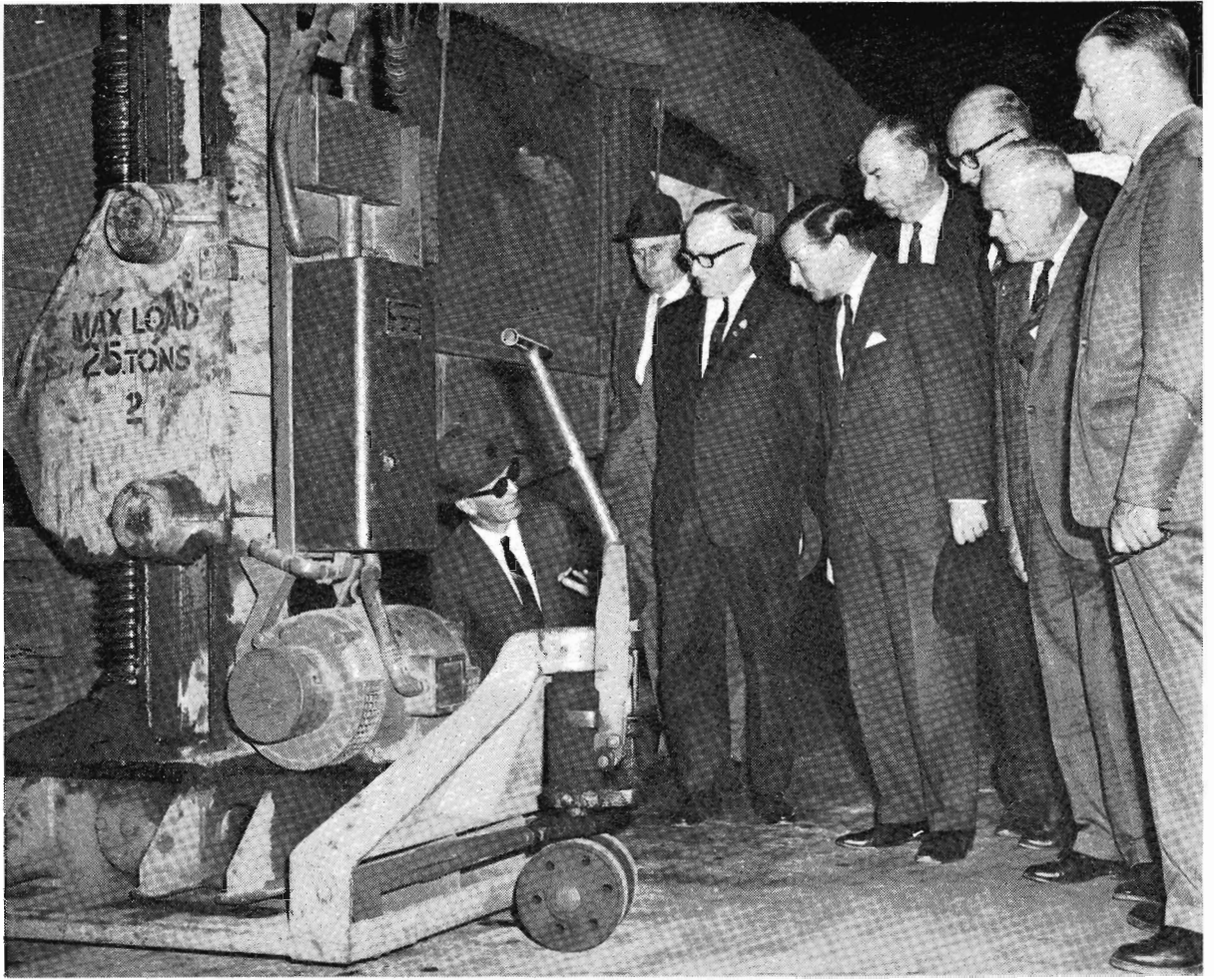
The trailing unit is being moved under the boiler unit by the cable winch.

## WARRAGUL RAILWAY CLUB

**A** Warragul and District Railway Club has been formed. Founded in 1965, it was originally a branch of the Australian Model Railway Society. Most of the members have model railways, and one of the club's first projects was to build a model railway that was later presented to Gippsland Retarded Children's Centre in Warragul. Last September, after a new layout had been built for the club, it was decided to form the new club to foster general railway interest among local people. The club secretary is Mr. G. Wilson, P.O. Box 51, Warragul.

## MOTOR CAR NO. 3

**A**S an experiment to improve branch line operations, a vertical boilered engine unit was brought in 1912 from an English firm, and installed in an 8-wheel car (built at Newport Workshops) with seating capacity for 54 passengers. The engine, which had four coupled wheels, was the first Walschaert valve gear locomotive unit to work on the Victorian Railways. As Motor Car No. 3, it went into service on January 25, 1913, but after running about 50,000 miles, it was considered unsuitable and was taken out of service.



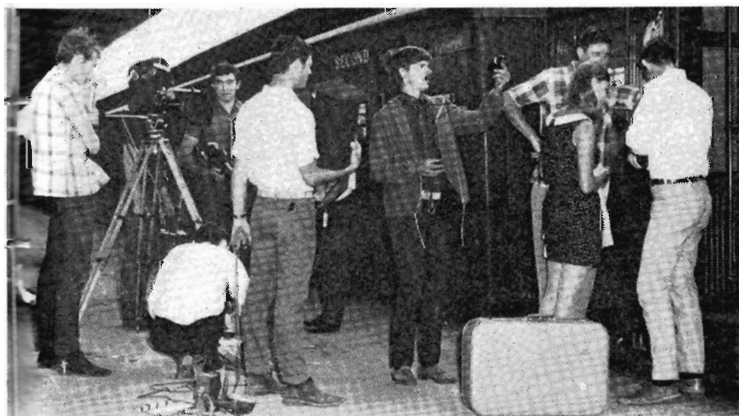
**BENDIGO :** Public appreciation of the Refreshment Room at the new Bendigo station has been evident ever since the opening of the Room last June, says the manager, Mr. W. J. Wyatt. There has been a definite increase in business both from the public and from railway staff. Contributing to the Room's popularity is the efficient heating in cold weather, a feature much appreciated by those who are having a meal while waiting for a train.

VIEWS  
OF  
NEWS

The Minister of Transport (the Hon. Vernon Wilcox, M. P.), accompanied by members of the Parliamentary Liberal Party Transport Committee—Messrs. E. S. Tannar, H. W. Birrell, R. H. Trethewey, W. Jona, and K. S. Cross—and Mr. A. L. Tanner, M.L.A., took part in a conducted tour of the Dynon terminal on February 7. The conducting officers were Messrs. H. D. Gandler, Deputy Chief Commercial Manager, and J. C. Crute, Melbourne Terminal Manager. Members of the Committee watch a page exchange; (left to right) Messrs. Gandler, Crute, E. S. Tannar, Jona, Cross, Birrell, Trethewey, and A. L. Tanner.



Stationmasters meet an endless variety of interesting personalities who travel by train, and Spencer Street terminal's S.M., Mr. W. J. Tichon, found himself in the midst of Japanese members of the *Japan by Night* company, after they had arrived from Sydney by *Southern Aurora*.



PRESS AND TV cameras were much in evidence at Spencer Street terminal last month.

Scenes are shot in Channel Seven's *Homicide*, (top left), Channel Nine's *Hunter* (above), and (left) cameras focus on members of the *Japan by Night* company.

# WEARING OF SHORTS

THE Commissioners have given approval to the wearing of shorts while on duty, by any male member of the staff (with the exception of train conductors) under the following conditions :

## Staff in grades for which a uniform is provided

- Shorts to be privately owned.
- Shorts to be of decent cut and fit, and of reasonable standard and length; the distance from the centre of the knee to the bottom of the shorts to be not more than five inches.
- Flamboyant colours will not be permitted. Colours such as dark blue and dark grey are acceptable. Shunters may wear khaki shorts if they so desire.
- Long socks must be worn by staff who wear shorts. This requirement will not apply to shunters.

- Departmental blue shirts and ties to be worn by staff eligible for such issue.

## All other staff

- Shorts to be of decent cut and fit, and of reasonable standard and length; the distance from the centre of the knee to the bottom of the shorts to be not more than five inches.
- Flamboyant colours will not be permitted. Staff employed in administrative offices or on stations will not be permitted to wear multi-coloured shorts.
- Officers who wear shorts must wear long socks.
- Employees employed in administrative offices who wear shorts must wear long socks.

**This approval does NOT apply to any employee whose duties require him to wear long trousers for safety reasons.**

# IT'S A LOCO LIFE

THE steam locomotive is one of the most impressive creations of the engineering age. In its heyday, it had both the power and the glory. Certainly, it's dwarfed by the big liners and the huge aircraft of today; but, at top speed, the liner is far out in the ocean, and the aircraft only a dot in the sky. The loco was close. It could storm over the crossing at the end of your street, cleaving the air like a thunderbolt, with motion gear flashing, rails flexing, and a whistle blast like a cry from a wounded Titan. No wonder almost every kid, in those days, wanted to be an engine driver.

Now that the economical and tireless diesel has virtually pushed its elder brother off the track, (much to the satisfaction of railway administrators and most loco crews), the memories of the days of steam are fading. Soon, few will know what it was like to drive one of those monsters that combined masculine power with almost womanly whims. It was an iron life on the iron horse, and somebody who has lived that life should set it down on paper before it's too late. Unfortunately, few drivers seem to have taken to writing.

An exception is Paul Carroll. Some of his stories that have appeared

in the old *Bulletin*, *Meanjin*, and other journals, have now been collected in *It's a Loco Life* (Horwitz Publications, paperback, 128 pages, 55 cents). Deftly woven into these stories and sketches are those authentic details that can only be set down by a man who, like Carroll, has spent years on the footplate—details ranging from the handling of an 800-ton train in trouble on a steep grade, to the fascinating ritual of making billy tea on the loco, and cooking a meal that often included a T-bone steak. Tea making was indeed a ritual. Before leaving the depot, it was the driver's responsibility to fill a canvas bag with the purest water available; the billy was in the care of the fireman, and it was kept spotlessly clean, even the outside being coated with soap to keep it clean. And some old-timers even had their own special method of brewing tea.

The characters in the stories are fictitious, but they live. Some—such as the railway bushman in *Andy's Night Loop*—would be peculiar to Australia and similar bush regions, but the counterparts of most of the characters would be found on every railway in the world. Humour flavours many of the yarns, and the authentic steam atmosphere saturates them, often blended, as in *Home Signal*, with a warm humanity.

# APPRECIATION

## Hamilton

SPECIAL thanks to Ganger W. Marr and other railway employees, for promptly and courageously bringing under control the two fires that simultaneously threatened *Glencairn*, and for having thereby averted a major outbreak today, 31.1.68.—*E. H. Brinkmann*, "Hamilton Spectator"

## Dandenong

WOULD you please convey to your stationmaster and staff at Dandenong our appreciation of the service so efficiently given when placing and clearing our bitumen rail tank cars at Australian Window Glass rail siding.

We have found them co-operative and courteous at all times, and are most pleased with the prompt return of our rail tank cars which assists us to provide a quick and reliable service to the Country Roads Board rail sidings.

—*W. McArd*, for Operations Manager for Victoria, BP Australia Ltd., writing to the Secretary

## Tooronga

WE would again like to express our appreciation and thanks to the stationmaster and staff at Tooronga Station for the courtesy and attention given us over the past year. Our business is built on service, and our clients appreciate the co-operation rendered by the Railways Department.

—*R. Nugent*, Director, Harris and Nugent Pty. Ltd., writing to the Secretary

## Maldon, Essendon

I wish to commend the way in which the stationmasters at Maldon and Essendon assisted in the return of my watch which I lost on a recent A.R.H.S. train tour . . . This is just another one of your Department's many services to the public . . .

—*Keith Nunweek*, Deakin Street, Essendon, writing to the Secretary

## Auburn

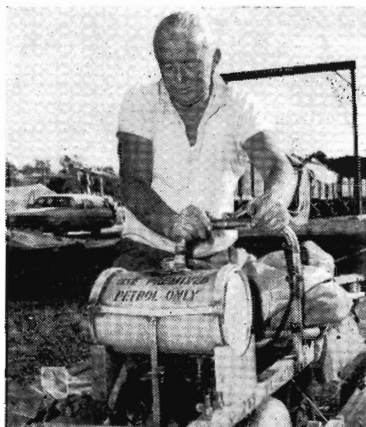
ON behalf of the Victorian Committee of the Save the Children Fund, I want to say how much we appreciate the help given by your stationmaster, Mr. Bell, at Auburn. We have a depot close to the station, and there is much work involved in connexion with parcels and goods. Mr. Bell is, at all times, most courteous and helpful to our staff in every possible way, and we would like to commend the very excellent assistance we receive from him. . .

—*E. R. Carpenter*, General Secretary, writing to the Chief Traffic Manager

These railwaymen were among those met by *News Letter* staff during a recent visit to south Gippsland.



Junior Station Assistant M. Renton joined the railways in January this year, and works at Meeniyan.



Ganger J. Armstrong of Gang No. 11, based at Tarwin.



Relieving Assistant Stationmaster J. G. Stewart checks ticket stock at Loch.



Painting Foster railway station are (from left) Painters R. Gardiner, A. Richards, and Leading Hand Painter L. Hart.



Stationmaster J. McMahon of Nyora.



Gang No. 14 replaces sleepers at Welshpool. (From left) Repairers A. Prendergast, A. Humphrey, and Ganger W. Johnson.



The treasure hunt

## GEELONG PICNIC

**G**EELONG is noted for the active social life that exists among its railway people. This is evident from the well-organized annual picnic and Ladies Afternoon. This year's picnic, held on February 4, at Queenscliff, was attended by 900, 560 of whom came by special train. Buses brought families to the Geelong and South Geelong stations. A treasure hunt on the beach, rides on a miniature train and the fire-engine were among the events that kept the children happy.

Among the picknickers were groups from Melbourne, Westmere, Cressy, and Lismore. President and honorary secretary of the picnic committee are Messrs. P. Blackford and W. Roberts respectively; and a very energetic worker is Mr. H. Pedder, a train examiner who, throughout the year, collects bottles to augment the picnic funds. This year's tally was about 36,000, bringing in the very substantial contribution of \$300.

As *News Letter* went to press, arrangements were well in hand for the Ladies Afternoon on Sunday, March 3, in the V.R.I. hall. Up to 100 ladies usually attend this gathering, where they're entertained by visiting artists and waited on by the picnic committee.



Rides on the fire engine were popular.



Warm weather failed to diminish the enthusiasm of competitors.



# RE-LAYING PROGRESS

**F**IVE special track gangs with a combined work force of about 350 men are now working on major country re-laying and reconditioning projects to provide smoother train riding and reduce maintenance costs.

These works are part of the \$2,930,000 works programme allocation for track re-laying and renewal of points and crossings this financial year. In all, about 165 miles of country lines will be re-laid and reconditioned in the 12 months, and points and crossings will be renewed at about 75 locations.

The north-east broad gauge line has been re-laid from Broadmeadows to Creighton. It is expected that the work will reach completion at Wodonga in 1970.

Re-laying of the south-eastern line from Dandenong to Bena has been finished. Early next year, the track workers will reach Foster. The section from Foster to Yarram was re-laid some years earlier.

About May, 12 months after starting, the re-laying of the Geelong-Ballararat line from Gheringhap to Warrenheip will be completed. Similar works between Maroona and Portland will then be scheduled.

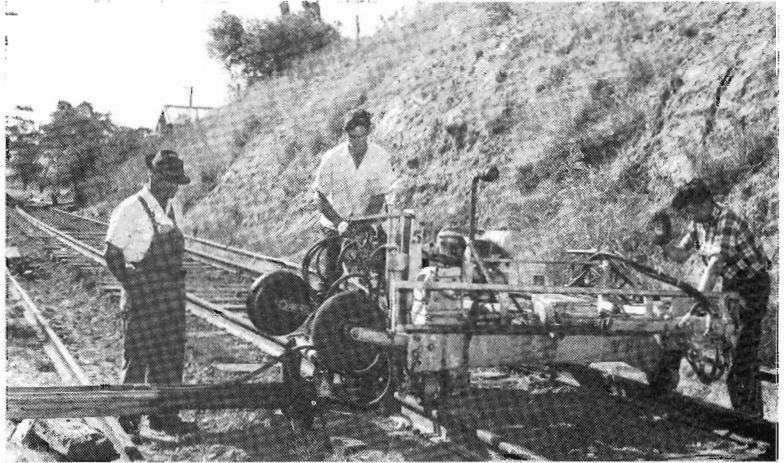
Another gang is re-laying between Quambatook and Ultima on the Robinvale line. Work has reached Lalbert and, on completion of the project about June, this gang will switch to the line between Wyche-proof and Sea Lake.

Other works are planned between Bairnsdale and Orbost.

All five special re-laying gangs have a wide range of mechanical equipment designed to reduce the amount of heavy manual work and to increase the rate of track improvement. One gang has "walkie-talkie" radios for more efficient communication.

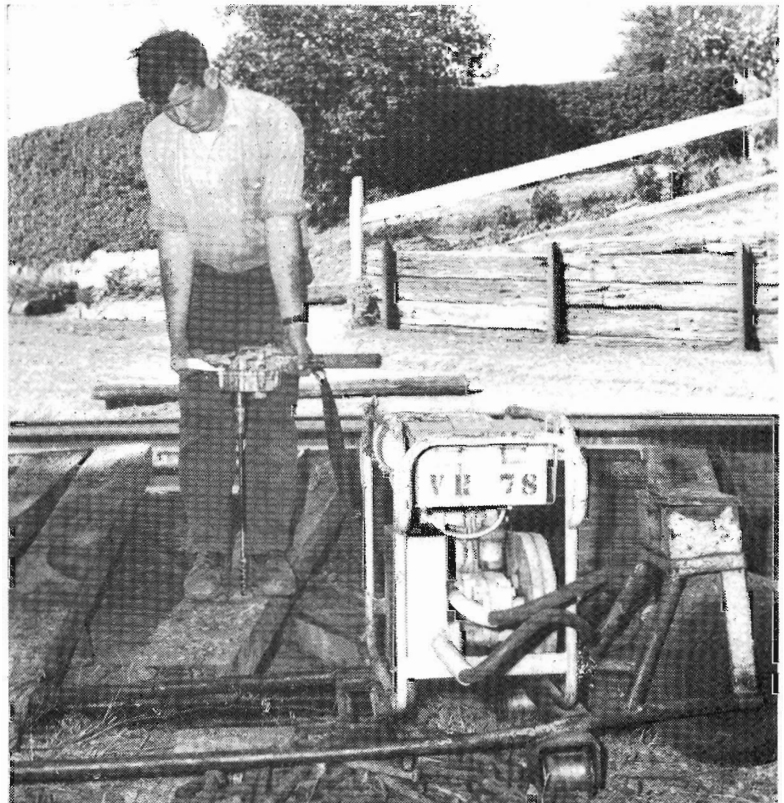
Serviceable rails released from these projects are returned to the Spotswood Permanent Way Depot where they are straightened, cropped at each end and welded into various lengths for re-use at other locations.

For example, rails from the north-east line were sent to Spotswood and re-used between Dandenong and Foster, and some of the rails for the Robinvale line have been released from the Gheringhap-Warrenheip project.



Re-laying work on the south-eastern line. Acting Special Ganger D. Davidson (left) inspects work done by sleepering machine near Bena.

▼ Acting Platelayer B. Murphy bores sleepers



Re-laying of rail tracks is a continuous job, and it is the aim of the Department to replace all the light-weight rail that was put down many

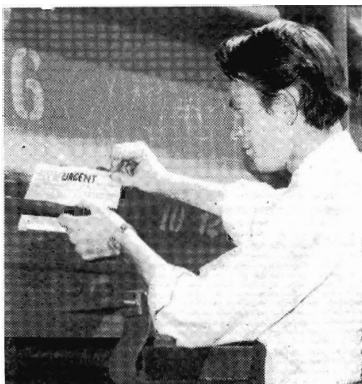
years ago when locomotives were lighter and wagons not so heavily loaded.

## Golf and tennis



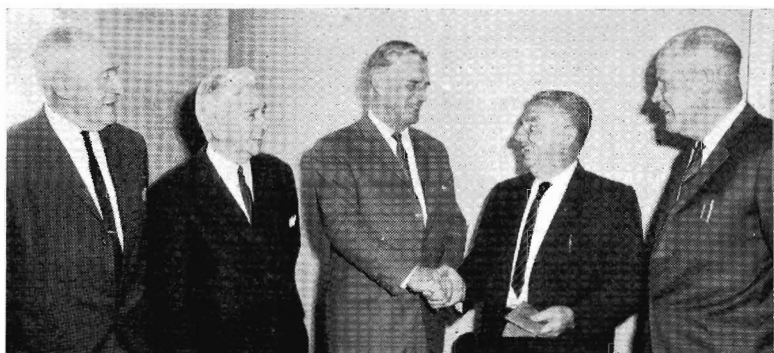
Meeniyah's stationmaster, Mr. W. K. Holdsworth, plays an active part in local sport. He is treasurer of Meeniyah golf club, and president of the tennis club. The town has a 9-hole course that is being extended to 18 holes. Mr. Holdsworth arrived at Meeniyah from Trentham, two years ago.

## At Nyora



Football, cricket, tennis, and stamp collecting amply fill the leisure hours of Yard Assistant Des Taylor of Nyora. Before coming to Nyora, Des was at Underbool where he played cricket with the Underbool seniors, and football with the seconds.

## Double presentation



Two presentations were made to Mr. R. D. (Bob) Gale when he retired as O-in-C of the North Dynon Forwarding Agents Area. One came from his colleagues, and the other was made by Forwarding Agents to show their appreciation of the service they had received. Mr. Gale joined the Department as a junior clerk in 1918, and had been in charge of the Area for the past six years. Shown above are (from left) Messrs. A. G. Dynes (Senior Assistant Goods Superintendent), G. A. F. Burrows (Chief Clerk), J. C. Crute (Manager, Melbourne Freight Terminal), R. D. Gale, and V. C. S. Cullis (Goods Superintendent).

## Enjoyed work



"There was never a day when I woke in the morning, and didn't look forward to going to work", said Mr. C. Colwell when he retired as Foreman at North Melbourne Workshops. During his service of just over 50 years, Mr. Colwell worked in a supervisory capacity at—among other places—Newport Workshops, Bendigo and North Melbourne Loco. Depots, and the State Coal Mine. In the near future, he intends visiting New Zealand, Queensland, and Central Australia. Mr. Colwell is shown (centre) being farewelled by a group of his colleagues.

## 007

A monthly ticket from Burnley to Spencer Street, for the month of October 1901, was brought in to the *News Letter* office recently. Made from leather, with a paper back, the ticket was numbered 007 and, most appropriately, was brought in by Railways Investigation Officer J. Enlund.

THE first inter-capital railway connexion was made at Albury on June 14, 1883. An earlier inter-colonial connexion had been made in 1876—when the private New South Wales line of the Deniliquin and Moama Railway Co. linked with the V.R. line at Echuca.

2/- a day

**M**R. G. O. Rogerson who was Chief Clerk of the Stores Branch at the time of his retirement last month, recalled that he started on January 23, 1918, as a supernumerary junior clerk, on a wage of 2/- a day. That was at Melbourne Goods Sheds. Three years later, he came to the Stores Branch when a request was made for clerks to assist in stock-taking. During his career of over 50 years, Mr. Rogerson has worked in practically every office of the branch.



Bowls and travelling will occupy much of his time during retirement. He is immediate past president of the Heidelberg Bowling Club, and will be leaving for a trip to Japan, later in the year. Mr. Rogerson will also visit Magnetic Island (Queensland), a favourite spot of his.

**Link with 1885**  
**P**UBLICATION in a recent *News Letter*, of a presentation address given to a station-master at North Creswick in 1885, led to Mr. J. Richards, Special Officer in the Commercial Branch, pointing out that two of the signatures on the address were those of an aunt and uncle of his.

**THE** fatal mistake we have been making is to sacrifice every other form of transport to the motor-car and to offer as the only long-distance alternative, the airplane.

—Lewis Mumford in "The Highway and the City"

**Tribute**

**T**WO minutes silence were observed at Bendigo North Workshops on February 20 as a mark of respect for Private John Alexander Doherty, the first railwayman to be killed in action in South Vietnam. Private Doherty was killed on February 18.

Private Doherty began at Bendigo Workshops as an apprentice boilermaker on July 18, 1961. He completed his apprenticeship on July 29, 1966, and was called up for national service on September 28, 1966.

*News Letter* extends its sympathy to Private Doherty's widow and relatives.

**RETIREMENTS**

**ROLLING STOCK BRANCH**

- Griffen, A. B., Newport, 3/1
- King, E., Bendigo Nth., 31/1
- Salter, E. T., Bendigo Nth., 5/1
- Smith, A. J., E.R. Depot, 20/12/67
- Morris, G. B., Ballarat Loco., 30/11/67
- Bennett, C. J., Newport, 21/12/67
- Dunn, C., Stawell, 1/4
- Landells, J. L. R., Newport, 3/4
- Kilfoyle, F., Ballarat Loco., 8/4
- Parr, W. J., Head Office, 11/4
- Hudson, L. J., Newport, 14/4
- Young, D. C., Newport, 16/4
- Webb, L. H., Ararat, 20/4
- Healey, C. B., Nth. Melb. W'shops, 24/4
- Kelly, T. A., Newport, 29/4
- Williams, K. W., Head Office, 29/4

**TRAFFIC BRANCH**

- Witcombe, W., Gardenvale, 20/1
- Davine, R. J., Melbourne Goods, 4/2
- McCarthy, T., Melbourne Goods, 7/2
- Gavan, J. A., Ashburton, 7/4
- Black, E. L. P., Head Office, 10/4
- Bannan, W., Melbourne Goods, 13/4
- Barby, S., Bendigo, 13/4
- Williams, B. T., Seymour, 15/4
- Murtagh, J. W., Melbourne Goods, 22/4
- Speedy, A. R., Bendigo, 18/4
- Dunn, A. F., Melbourne Goods, 19/4
- Flanagan, V. I., Essendon, 24/4
- Keating, P. J., Flinders St., 25/4
- McConnell, B. B., Middle Brighton, 25/1
- Coswello, F. F., Flinders St., 26/1

**WAY AND WORKS BRANCH**

- Aleksejevs, N., Spotswood, 2/4
- Bourke, J. S., Ararat, 26/7/67
- Craig, T. C., Nth. Bendigo, 10/4
- Ellis, J. A., Spotswood, 12/1
- Grant, D., Sale, 6/4
- Pearson, W. S., Geelong, 26/1
- Robertson, D. C., Derrinallum, 17/4
- Todars, C., Geelong, 7/2
- Vallance, J. J., Flinders St., 19/1

**ACCOUNTANCY BRANCH**

- Williams, L. M., Head Office, 15/4
- Boyd, J. W., Flinders St., 23/2

**STORES BRANCH**

- Ferguson, W.H.V.G., Clothing Depot, 8/1
- Hastings, A. L., Spotswood, 11/4

**REFRESHMENT SERVICES BRANCH**

- Tsataronis, Mrs. M., Flinders St., 20/2
- Fitzpatrick, Mrs. A., Spencer St., 10/2
- McWhinney, Mrs. V., Spencer St., 3/3
- Miles, Mrs. E. L., Newport W'shops, 8/3
- Brunning, L. S., Flinders St., 31/3

**NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS**

**ROLLING STOCK BRANCH**

- Crowe, P., Newport, 5/2

**TRAFFIC BRANCH**

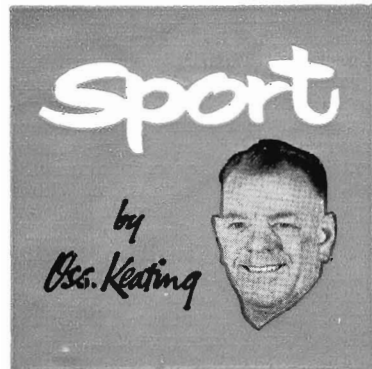
- Ring, J. T., Flinders St., 31/1
- Csoti, K., Flinders St., 11/2

**WAY AND WORKS BRANCH**

- Bryans, L. G., Ballarat, 2/2
- Donovan, J. M., Special Works, 20/1
- Fisher, S. J., Sunshine, 15/1
- Hannett, W. J., Tatyoon, 2/1
- Harkins, J. H., Spotswood, 10/1
- McAnulty, H. J., Kyneton, 4/1
- O'Loughlin, M. G., Murtoa, 12/2
- Timpino, A., Benalla, 24/1

**COMMERCIAL BRANCH**

- Morison, A. S., Head Office, 13/2



**Golf**

**I**T was most heartening to the golf club committee to see such a large roll-up to their day at the Clifton Springs course. There were 61 players (including ladies) competing for the many trophies available. Major winners were J. Kennedy (18-hole handicap), A. Wilkinson (nearest pin), and G. Corbett, F. Davis and H. Quick who combined to win the teams event. As well as a large group from the metropolitan area, members from Ararat, Ballarat, Bendigo, Daylesford and Geelong also enjoyed an excellent day's golf. Golfing enthusiasts throughout Victoria should keep in mind that the next inter-system golf carnival will be held in Melbourne in late April and early May, 1969. The carnival committee has already completed the initial planning for this fixture.

**Bowls**

**I**T was lovely—the first win we had over the Posties for I don't know how long! Beaten at footy, cricket, tennis and, last year, bowls. But perhaps the wheel is beginning to turn.

On February 6, we played the Australian Postal Institute at the Middle Park Bowling Club and in an attempt to avenge last year's defeat we fielded our 1968 carnival side. Play began at 10 a.m., and after five ends, our position did not look too rosy—A.P.I. leading by 27 to 14. However, steady play by our blokes gradually retrieved the position, and at the 10 end mark we had just got our nose in front, leading by 43 points to 42. From then to the end of the morning match we gradually asserted our superiority, so that at 15 ends we led 72 to 64, and at the finish (18 ends) we had increased our lead to 23. The final scores were V.R.I. 95 to A.P.I. 72. Our winning rinks were Sergeant (25 to 10), Boyle (26 to 10), and Cowling (18 to 13), while for Postal, Wagner won 23 to 14 and Broman 16 to 12.

At the official luncheon, presided over by Mr. F. J. McCloskey (Chair-

man, V.R.I. Sports Committee), Mr. M. L. G. McKenzie (General President, V.R.I.) welcomed the guests and players, and Mr. J. Carroll (President, A.P.I.) suitably responded. Our Commissioners were represented by the Deputy Chairman, Mr. E. P. Rogan, who was also a member of our team. Other visitors included Messrs. F. M. Mitchell (General Secretary, V.R.I.), D. O'Donnell (Councillor, V.R.I.), J. Howard (Asst. Director, Telecommunications), A. Crawford (Chairman, Sports Committee, A.P.I.) and R. McKay (Secretary, A.P.I.).

The afternoon match appeared to follow much the same pattern as that of the morning game. At five ends the score was 21 points each, but at 10 ends we seemed to have the game sown up when we shot away to a 51-40 lead. However, the Posties fought back grimly, and at 15 ends the scores were V.R.I. 68, A.P.I. 66. But the effort must have taken its toll or else our fellows had relaxed a little, because after that fright they settled down and in the last three ends scored 23 points to the Posties' 7, to run out comfortable winners, 91 to 73. The combined total of the two games gave us victory by 186 points to 145.

At a very brief, but pleasant ceremony after play, Val Wagner (A.P.I. Capt.) handed over the perpetual trophy to Alan Cowling (V.R.I. Capt.) It's very nice to see one of the trophies back in our case and, as I said at the beginning, let's hope 1968 is our year.

The news from the carnival at Canberra is not so good. To the time of going to press, we had suffered at least three defeats—by New South Wales, Queensland and Commonwealth—and had no hope of winning

the Commissioners' Shield and Dennis Cup. But we will bring home at least two trophies, as Laurie Hindson of Bendigo has won the singles title, and Gil Sargeant and Keith Williams combined to win the pairs title. Full details of the carnival will be in next *News Letter*. Incidentally, Laurie Hindson has been selected by the R.V.B.A. to represent Victoria in interstate games this season. Congratulations, Laurie!

### Creswick bowls champion

THE new singles champion of the Creswick Bowling Club is Stationmaster Ted Hubbard, who won the title on February 7 by beating the previous club champion and Ballarat District champion of champions, Ray Laycock of Ballarat Workshops.

Ted led throughout the match, holding a 14 to 6 advantage on the 9th end, increased it to 26 to 9 on the 19th, and finished 31 to 20, earning congratulations in thus beating such a redoubtable opponent.

### Fishing

HAD a note from George Paterson of Warragul, the other day, and he tells me that the local V.R.I. Angling Club is really kicking on. Membership has increased, permanent accommodation has been obtained in the Institute building, and a number of trophies have been donated by local tradespeople. Len Cottier—of the Way and Works Branch—has taken over as president, and under his leadership, I'm sure the club will have a most successful year. Any railwayman in the area interested in fishing should get in touch with Len or George, and he'll be quickly convinced that membership of this club is a must.

### Cricket

WHAT a terrific finish to a very good season! Owing to the small number of teams competing, the executive of the V.R.I.C.A. decided that the two top teams would contest the final, no semi-finals being played. At the half-way mark, it looked as if Loco. and Suburban Lines had a mortgage on the two top positions, but a dramatic improvement in the play of both Codon and, in particular, Melbourne Yard, provided quite a few shocks for the leading sides, and it wasn't until Suburban Lines beat Melbourne Yard in the last round that the finalists could be named. The fight for the Commissioners' Cup will be between Loco. and the Lines, and a great match should result. Full results will appear in next month's *News Letter*.

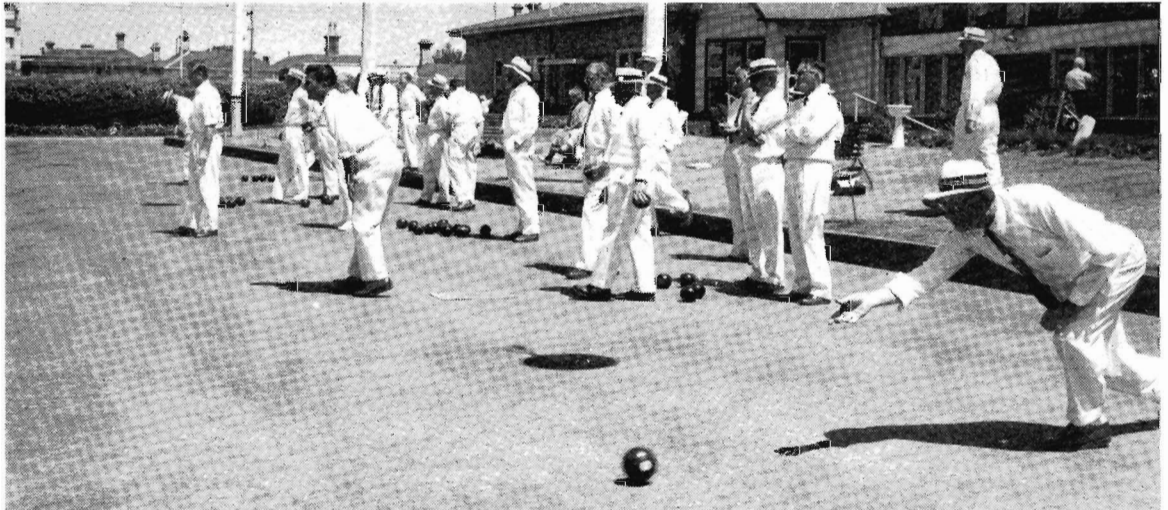
PETROL engines are the main cause of air pollution. A good public transport system is the first step in fighting this pollution.  
—Professor Rolf Elhassen, of Stanford University, California, ("Sun").

### Shop talk

A group of railwaymen and their wives gathered for dinner and a social evening. All through dinner, the wives sat quietly as the men discussed trains, schedules, diesel maintenance, and new equipment.

Finally, during dessert, one of the wives asked, "Can't you talk about anything but railways? I'd think you'd get enough of that during your work day".

"Don't be ridiculous", replied her husband, "out on the track we talk about *women!*".



Scene at the V.R.I. v Australian Postal Institute annual bowls tournament. At right, Skipper Gil Sargeant (V.R.I.) has just completed a delivery.

VICTORIAN RAILWAYS

# NEWS LETTER

APRIL



1968



## A CITY FILMED

**K**EEPING the public informed of its activities is just one of the responsibilities of the Metropolitan Transportation Committee.

Latest aid is a 22-minute 16 mm. colour film, *Melbourne* 1985.

The film deals with the present traffic problem, and outlines the methods used in the extensive survey now completed. Using animation, the film dramatically explains how Melbourne will continue to expand.

A balanced transport system, both public and for private motorists, was necessary, and action would have to be taken promptly, otherwise Melbourne traffic would literally come to a stand-still.

The film concludes with several artists' impressions of Melbourne in 1985.

Copies for screening can be borrowed from the State Film Centre, 110 Victoria Street, Carlton, 3053.

## Drought affects rail finances

**T**HE effects of the drought had been most severe on the railways, the Premier (Sir Henry Bolte) revealed in the Legislative Assembly, last month. Figures given by the Premier showed that this year's railway deficit is expected to be \$12 million—\$7 million more than the budget estimate.

## Stock and fodder concessions

**S**PECIAL rail freight concessions for starving stock and fodder in Victorian bush-fire affected areas have been made available by the State Government.

Reductions for stock transport are 50 per cent., and for fodder 75 per cent.

To obtain these concessions, the farmer is required to declare that he has lost at least half his fodder reserves in a bush-fire. The declaration also has to be certified by either a Lands Department officer or an Agricultural Department Inspector.

## Will give talks

**A** panel of speakers has been established to give talks on the Department, to businessmen's clubs and similar groups who may be interested, and can provide worthwhile audiences.

The panel comprises Messrs. A. J. Nicholson, L. C. Rolls (Rolling Stock Branch); M. W. B. Ronald, R. T. Barden (Traffic Branch); L. A. McCallum, R. J. Gallacher, A. G. Irving (Way and Works Branch); E. W. Rudolph, W. R. Wilkins (Electrical Engineering Branch); C. S. Morris, J. N. Lade, V. A. Winter, I. G. Jelfs (Secretary's Branch); H. D. Chandler, N. Roberts, (Commercial Branch); R. E. B. Wells (Accountancy Branch); and C. H. Henshaw (Stores Branch).

Requests for speakers should be made to The Chairman, Public Relations and Betterment Board, Room 98, Railway Administrative Offices, Spencer Street.

## Super traffic down

**T**HE effects of the present drought on orders for superphosphate are reflected in the reduced numbers of special trains for superphosphate traffic this year. Normally the peak of superphosphate traffic is March-April. Last month, however, special trains were running only on the Horsham-Carpolac, Horsham-Hamilton, Ballarat-Skipton, Hamilton-Warrnambool and Ararat-Lubeck-Bolangum lines. Except on the Horsham-Carpolac line, where seven special trains a week were running, a service of from one to three trains a week on each line was sufficient to handle superphosphate orders.

Last year at this period, the Department was running special trains every day of the week to nearly all areas in the north-eastern, south-western, and central districts of the State.

## More T class

**T**HE Department has ordered 11 more T class diesel-electric locomotives, of 1,000 h.p., at an estimated cost of about \$2 million from the Clyde Engineering Co. Pty. Ltd., of Granville, N.S.W.

They will be suitable for main-line and branch-line operation, and, in addition, provision will be made on five of the units for fitting low speed controls, to make them suitable for yard shunting, as required.

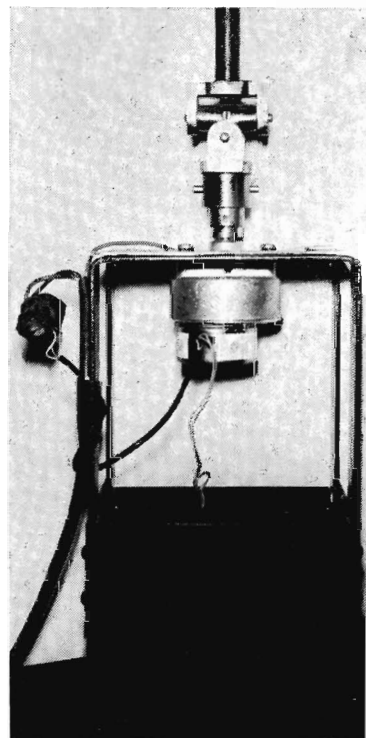
## Train pests fined

**A**T Footscray Court recently, two young men were each fined \$50 or one month imprisonment, for offensive behaviour on railway premises; and a youth was fined \$190 or three months and 24 days imprisonment, for that offence together with resisting arrest and assault.

## FRONT COVER

**TRAINS ATTRACT:** these country children are obviously delighted with the miniature trains in the Department's Mobile Advisory Unit. Each year, the Unit brings the railway message to about 20 locations — mainly in the country—at which there are trade fairs, agricultural shows, etc. The Unit, which is self-contained in a large caravan, is staffed by a Commercial Agent and the Display Officer of the Public Relations and Betterment Board. Advice on freight and passenger services is given, there are colourful and informative display panels, and a pamphlet bar for free literature.

## New heart



Only about 3 in. in diameter, this is the electric motor that now drives one of Melbourne's best-known clocks—that over the Swanston Street entrance to Flinders Street station.

# WHY WE GET TOGETHER

**T**HE Commissioners of all Australian Systems, together with the General Manager of the New Zealand Railways, met recently in Adelaide and considered an agenda of more than 100 items.

Conferences such as this are held approximately every 18 months, and are preceded by Officers' Conferences comprising Traffic and Commercial Managers, Chief Mechanical and Chief Civil Engineers, and sometimes Signal and Telegraph Engineers.

What purpose do these meetings serve?

Because they are nearly all controlled by State Governments, and because of differences in gauge, appearance of rolling stock and operating practices, the Australian Railway Systems have sometimes been accused of being isolated entities wrapped up in their own local affairs and incapable of speaking with a common voice. Examination of a few of the matters on which agreement has been reached at Commissioners' Conferences soon shows how far this is from the truth.

Consider these examples :

- A standard simplified system of interstate freight classification and rating has been agreed upon and will come into operation throughout Australia on July 1, 1968.
- A common simplified scale of wagon interchange charges providing for all vehicles being grouped into only two categories will come into force between all broad and standard gauge systems as from the same date.
- A Victorian Officer—Mr. J. T. Taylor, Research and Special Duties Officer, Commercial Branch—has been appointed United Kingdom Representative of the Railways of Australia. It will be Mr. Taylor's responsibility to set up an organisation in London designed to win both passenger and goods traffic for the Australian railways.
- By an Australia-wide publicity and institutional advertising campaign, featuring the name *Railways of Australia* and a distinctive diamond-shaped

symbol, the Commissioners have set out to create the idea of railway unity in the public mind.

In the technical field, the separate Australian railway systems have long been alive to the importance of standardization, and the rolling stock *Manual of Standards and Recommended Practices*—the guideline adopted by all systems for vehicle design and construction—was first published in 1929.

## Rolling stock

Up till 1962, while only two systems—Victoria and South Australia—were freely interchanging rolling stock, the advantages of vehicle standardization were more potential than real, but the position changed radically after the opening of the Albury-Melbourne standard gauge line in 1962, followed by the innovation of bogie exchange. Bogie rolling stock now moves freely over broad and standard gauge line between Brisbane and Kalgoorlie, and the scope of operation will soon be extended to Perth. Compatibility between each system's vehicles, and suitability to meet customer requirements over an area extending far beyond State boundaries, are now essential.

Items affecting rolling stock interchange on which agreement was reached at the recent Conference include—

- adoption of interlocking shelf automatic couplers,
- maintenance of journal roller bearings,
- design and lubrication of bogie centres of freight vehicles,
- standard method of identifying freight bogies,
- common outline of freight bogies to facilitate bogie exchange.

Before the Conference, agreement had been reached as to the principal dimensions and features of freight

rolling stock in the various categories to be built by all systems for interchange service, and Victoria has now been allotted the task of designing a standard 63-ft. flat wagon for use throughout the broad and standard gauge systems for export container traffic.

## Civil engineering

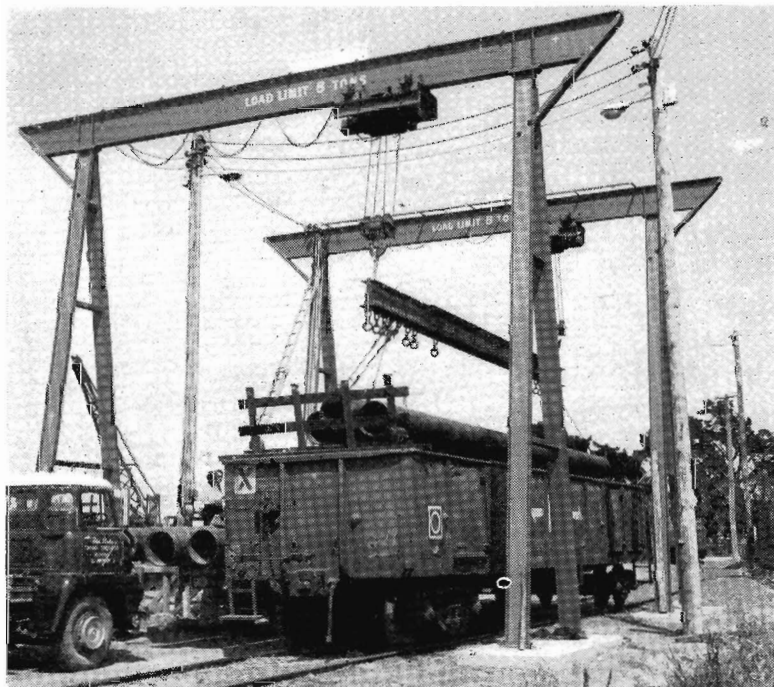
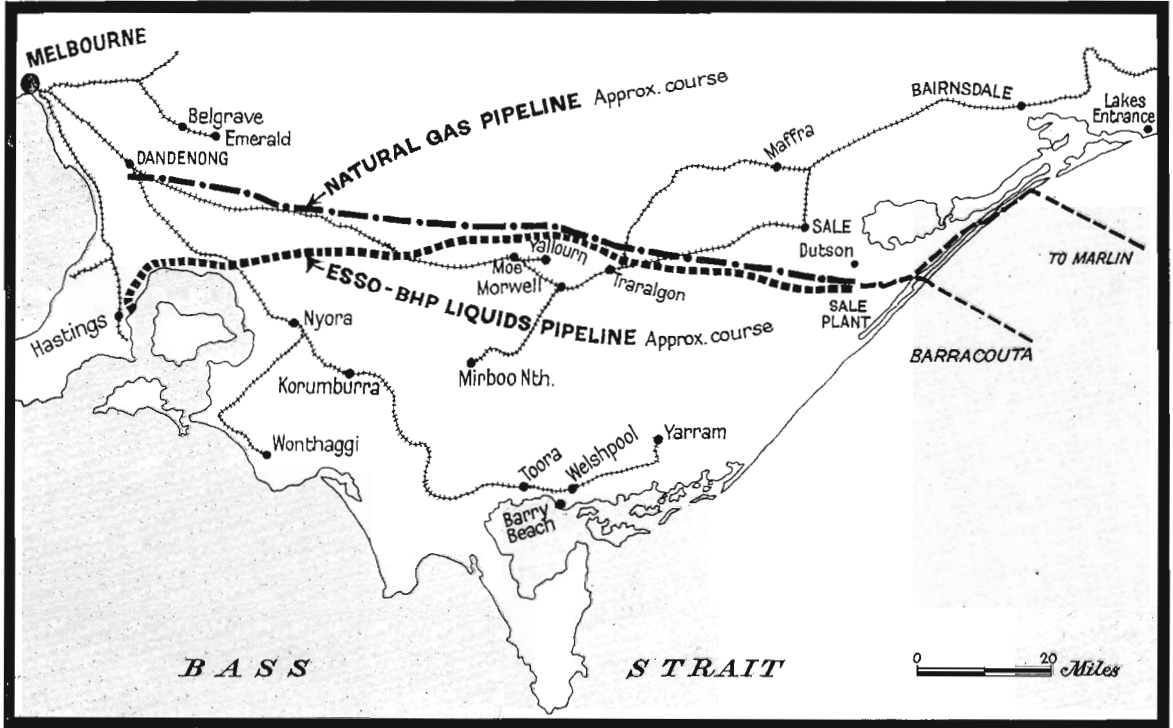
Civil engineering matters also feature prominently in Conference discussions. With the extension of interchange working it is, of course, essential that uniform structure clearances be adopted for broad and standard gauge lines, and that tracks and bridges be designed to permit the free flow of interchange vehicles over the systems concerned.

Some matters closely involve both civil and mechanical engineers. For example, the construction of a hump shunting yard in Melbourne has made it necessary to closely examine the relationship between vertical curvature of the hump tracks and rolling stock clearances. This is another matter on which satisfactory agreement has been reached.

## Exchange of information

In many technical aspects of railway operation uniformity between systems is not essential, but the exchange of information or comparison of experiences with new materials or processes can contribute greatly towards more efficient and more economical operations. Experience with non-metallic brake shoes; the detection of rail flaws; and alternative materials for the insulation of rail joints, are typical examples of items discussed under this heading.

Fostered by the extension of standard gauge rail links between the States, the ties between the Australian railway systems have never been stronger. Behind this spirit of co-operation is the railways' determination to win and hold a dominant position in the field of interstate freight haulage.



**T**HE Victorian Railways are carrying thousands of tons of materials for the development of Victoria's off-shore gas and oil fields.

The carriage by rail of the huge quantities of steel pipes and other material for the gas and oil fields means a definite gain to the taxpayer and motorist, as

- needed revenue accrues to the State ;
- wear and tear on roads is reduced ;
- and the motorist is less frequently inconvenienced by heavy transports carrying loads of pipes up to 60 ft. long.

Railing of structural steel and other items began about the middle of last year ; steel pipes started moving later.

For the transport of the steel pipes, a large number of flat wagons were borrowed from the South Australian Railways, and fitted with pipe-support cradles at Newport Workshops. They are classed as FCD wagons. As the pipes overlap the ends of the FCD wagons, safety wagons are required to operate with

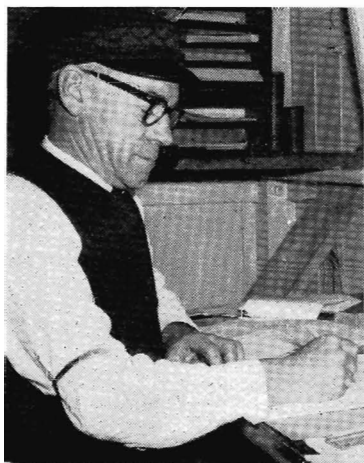
At Welshpool, pipes are being unloaded from a rail wagon for transport to Barry Beach.





Stationmaster A. J. Lee came to Welshpool last June, from Woomelang.

Relvg. Assistant Stationmaster S. Clayton has been at Welshpool for eight months, but, on a previous occasion, was there for three years.

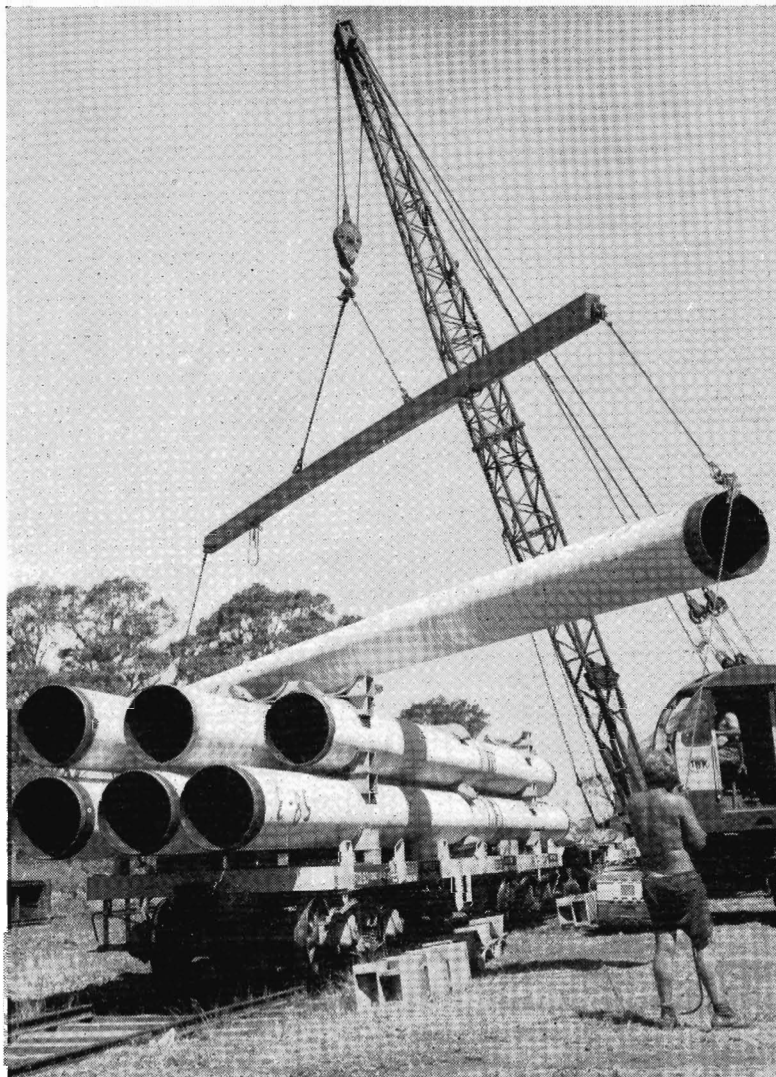


them—the FCD wagons each alternating with a safety wagon. These safety wagons were converted, at Ballarat and Bendigo Workshops, from KCC wagons that formerly carried cement in plywood containers for the Snowy Mountains Scheme; they are now classed as IK wagons.

### Welshpool

Welshpool, a small station on the south-eastern line, 119½ miles from Melbourne, is the rail head to which the material is delivered. From there it is seven miles by road to Barry Beach, the marine terminal of the oil and gas project.

The staff of the station has been increased, and a gantry crane, two



At Lyndhurst, pipes for Melbourne's natural gas line are being unloaded from a rail wagon.



Shown after loading at Melbourne Goods, this pontoon is one of the many pieces of equipment that have been railed to Welshpool.

mobile cranes, and other facilities have been provided to cope with the big increase in traffic.

From September to the middle of last month, the railways have been carrying the steel pipes for the offshore pipe line. From 42 to 45 ft. long, and 18 and 20 in. diameter, the pipes were coated with bitumen enamel, and special arrangements made for their protection en route. Special trains carrying up to 98 pipes, ran regularly to Welshpool.

In addition, machinery and other material continue to arrive by the normal train service. Early this year, 900 tons of machinery from overseas were received. Welshpool's inwards traffic, formerly about 600 tons a month, is now 4,000 to 5,000 tons a month. The station yard is a busy place from which a fleet of road transports runs a shuttle service to Barry Beach.

### Natural gas pipe line

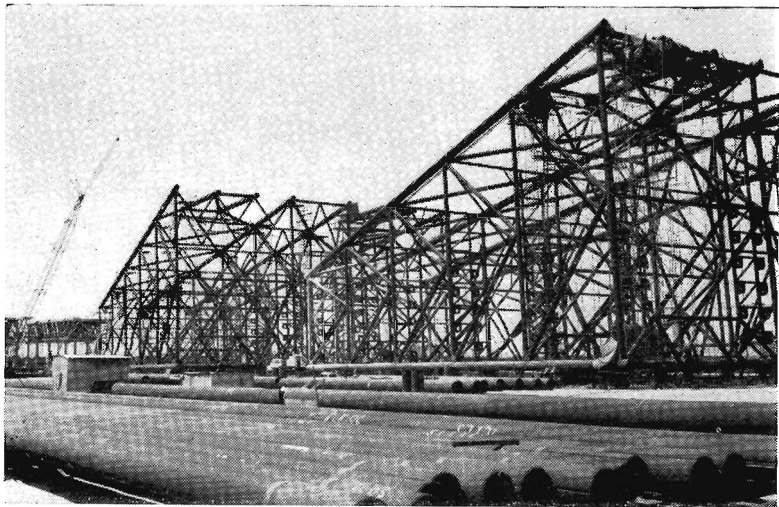
On January 24, the first train load of steel pipes for the natural gas pipe line was loaded at the Somerton works of Stanton Pipes of Aust. Pty. Ltd. They were railed to Lyndhurst, from where they were taken by road for a short distance to the scene of the pipe laying operations. Train loads of pipes leave daily from Mondays to Fridays. Each train has up to 10 loaded wagons, holding nine pipes each. The pipes are up to 60 ft. long, and average 3.8 tons each. For the section of the natural gas pipe line from near Lyndhurst to Dutson (near Sale), over 37,000 tons of steel pipes will be railed. Quantities have also been sent to Warragul, and, as the pipe-laying progresses, deliveries will be made to other stations as needed.

### Esso-B.H.P. liquids pipe line

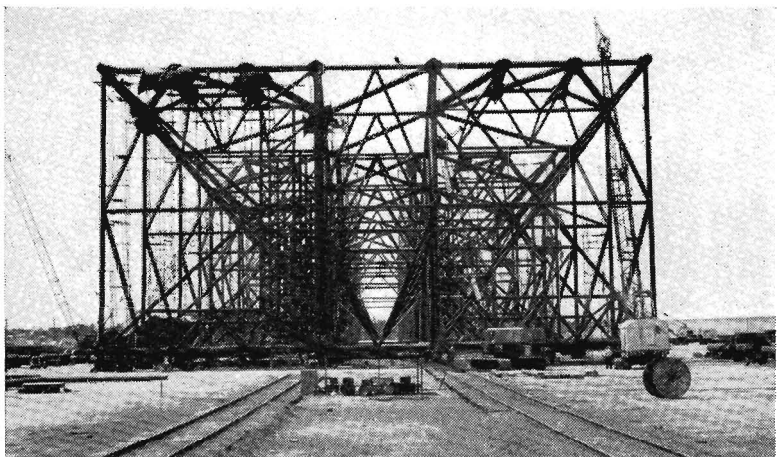
As *News Letter* went to press, a start had not yet been made on the Esso-B.H.P. liquids pipe line, but the carriage of 60-ft. pipes for the line was scheduled to begin on April 1. These pipes will be railed from Port Kembla (N.S.W.) through the bogie exchange to Welshpool.

### Rail extension

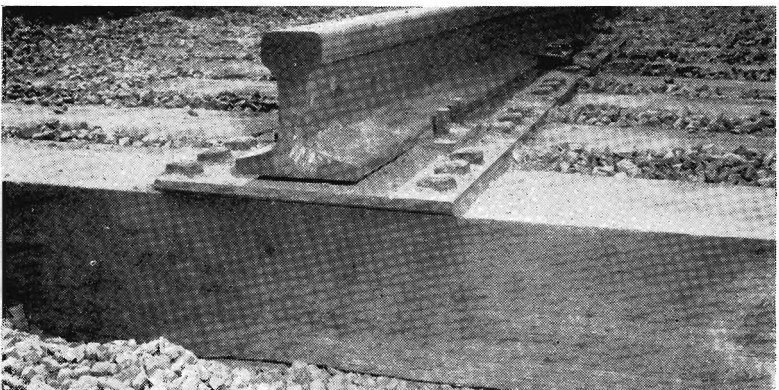
In the last session of Parliament, an Act was passed authorizing the Railway Construction Board to build, if required, an extension from the South Gippsland line to Barry Beach. It would be about two miles long with an additional half-mile of private siding. At time of writing, a decision to build the line had not yet been reached. (See 1967 *News Letters* October pp. 152-153, November p. 166, December p. 179.)



At Barry Beach, material carried by the railways has been fabricated into these huge jackets for the platform structures.



The only "railway" at Barry Beach are these two very heavy tracks over which the jackets for the platform structures will be winched out to a barge. This is a very critical operation as the barge must be in position at the right time so that the tide will bring it to the correct level. Ballast is pumped from the barge to maintain the level. The jacket is then towed to its location in the ocean bed.



The heavy track over which the jackets will be winched. It consists of 146-lb. rail, on sleepers of approx. 10 in. by 10 in. section, spaced only a few inches apart, on a concrete bed.

# V.R.I. PRIZES

**A**T the recent annual examinations, the following prizes were awarded to railway members of the Victorian Railways Institute.

**PETER ALEXANDER MEMORIAL PRIZES:** Engine Working—Senior grade, J. E. J. Gordon (fireman, South Dynon); Junior grade, K. J. Cox (trainee engineman, South Dynon). Westinghouse Brake—Senior grade, J. White (fireman, Traralgon); Junior grade, K. J. Cox (trainee engineman, South Dynon).

**R. E. PURVES COMMEMORATION PRIZES:** Diesel Operation—Senior grade, I. K. J. Williams (fireman, Korumburra); 2. N. W. Bothe (fireman, Dimboola). Diesel Maintenance—J. Bovaird, (Diesel maintainer, Bendigo).

**F. M. BREEN SPECIAL PRIZES:** Safeworking (Traffic)—Junior grade, H. H. Jackson (clerk, c/o Metro. Supt.) first, D. Ryan (pcls. asst., Ballarat), second.

**W. R. BROWN MEMORIAL PRIZES:** Station Accounts and Management—Senior grade, G. Dinatale (A.S.M., McKinnon), Junior grade, C. A. McKenney (sig. asst., Donnybrook), Ticket Checkers—R. Mathieson (Stn. asst., North Melbourne).

**BROTHERHOOD OF RESONANS PRIZES:** Engine Working and Westinghouse Brake—Senior grade, J. E. J. Gordon, (fireman, South Dynon) first, H. Brown (fireman, Seymour) second, S. P. Bolwell, (fireman, Horsham) third, Junior grade, K. J. Cox (Trainee engineman, South Dynon), first J. Geddes (Trainee engineman, Traralgon) second, R. Morton, (fireman, Traralgon) third, Station Accounts and Management—Senior grade, (Oral), R. Spiteri (A.S.M., Keon Park); (Correspondence), H. Schuler (A.S.M., Drouin). Junior grade (Oral), F. Donnelly (cler. asst., Mentone); (Correspondence), G. C. Polinelli (A/A.S.M.) Dunolly) and J. J. Lonergan (cler. asst., Korumburra) equal. Most Diligent Student—Senior, J. A. Pilcher (A.S.M., St. James); Junior, D. Cameron (A.S.M., Bell). Storeman's Duties—Storeman-in-Charge B. Dennehy, (storeman, Caulfield), N. McIntosh, (storeman, Dynon) F. J. DeBeaux (Jolimont Workshops). Storeman, Class 2—G. McKeig (Storeman, Overhead Maintenance), J. D. Thomas (storeman, Korumburra).

**RETIRED RAILWAYMEN'S ASSOCIATION PRIZES:** Engine Working—J. E. J. Gordon, (fireman, South Dynon) first, S. J. L. Helsby (fireman, Deniliquin) second. Westinghouse Brake—J. White (fireman, Traralgon) first, K. J. Cox (trainee engineman, South Dynon) second.

# BUSINESS LEADERS AT B.E.



As part of their course, a group from the Australian Administrative Staff College inspected some railway installations last month. They are shown watching operations at the bogie exchange.

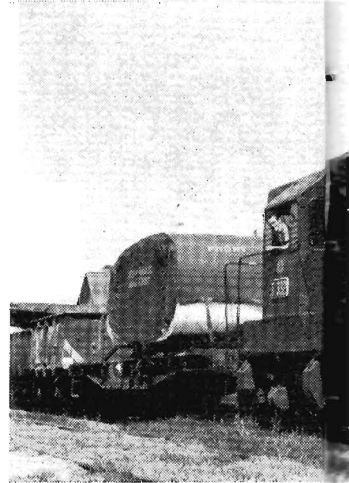
# INFORMATION BUREAU



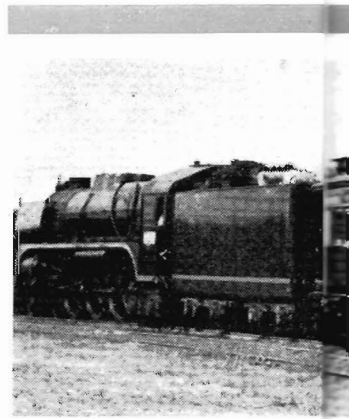
The new information Bureau that has replaced the Hall Officer's cubicle at the entrance to Head Office.

# VIEWS OF NEWS

**FIRST IMPORT CONTAINERS** for Adelaide were handled by the V.R. on February 28. Two containers (holding Japanese fireside heaters) are shown being unloaded from the ship on to a flat top wagon at Victoria Dock. Later in the day, they went by fast freight train to Adelaide. Four containers from the same ship were delivered in the metropolitan area.

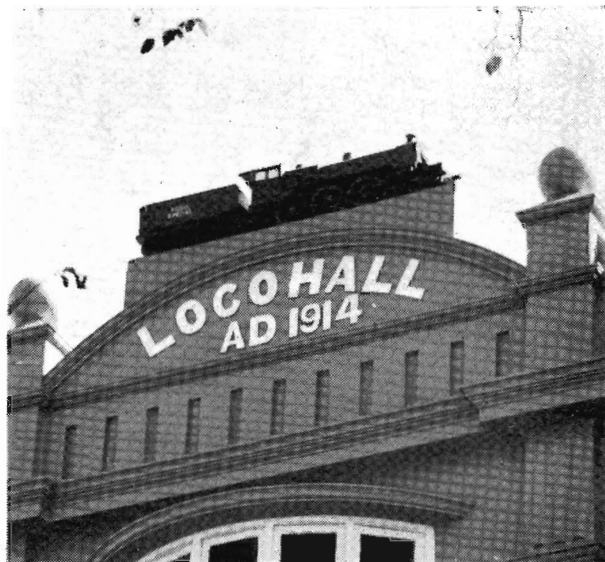


**MOBILE ADVISORY UNIT : Not on its way from Korumburra Area**

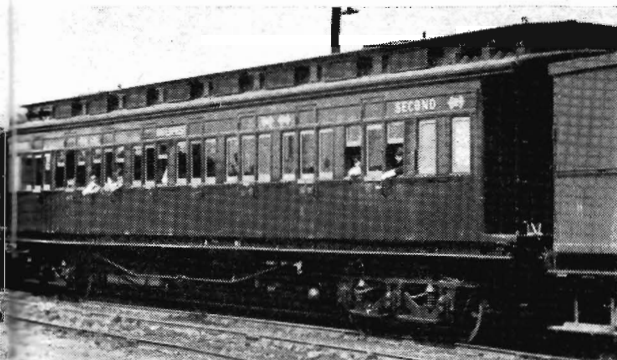




Next to the locomotive is the Department's Mobile Advisory Unit Agricultural Show to a trade fair at Wonthaggi (see front cover).



**LOCO REVEALED :** When the Loco Hall in Victoria Street, North Melbourne, (headquarters of the Australian Federated Union of Locomotive Enginemen) was recently repainted, a model of a 1914 passenger locomotive on the parapet was picked out in colour. It immediately became obvious. Until the repainting, very few, even of the local people, were aware that the building had such an appropriate decoration.

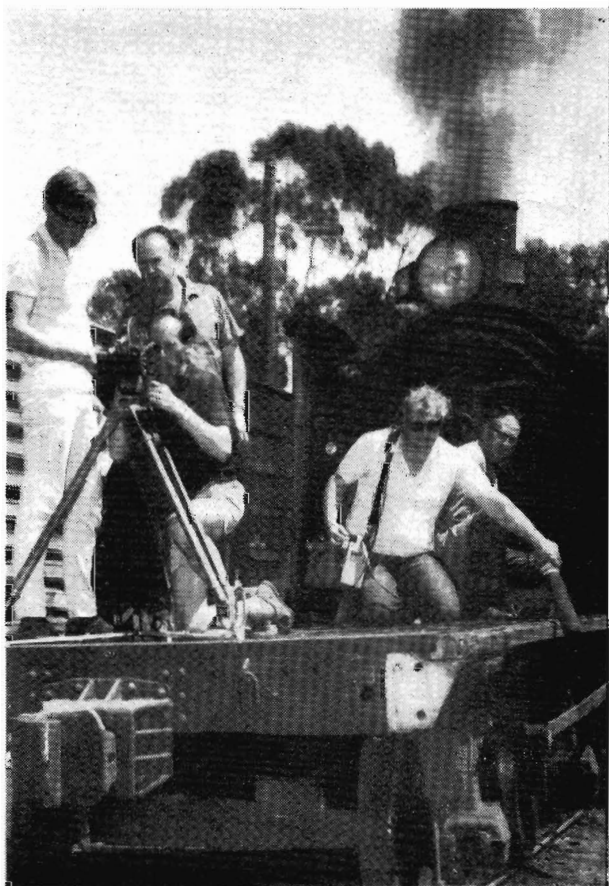


▲ *Enterprise* leaves Newport Workshops.

**ENTERPRISE :** On March 1, at Newport Workshops, a restored historic carriage was officially "handed over" to the Association of Railway Enthusiasts for use on their vintage steam train tours. The carriage, built at Newport Workshops in 1893, and now named *Enterprise*, was one of the first two corridor-type *Pioneer* carriages to be used on the system.

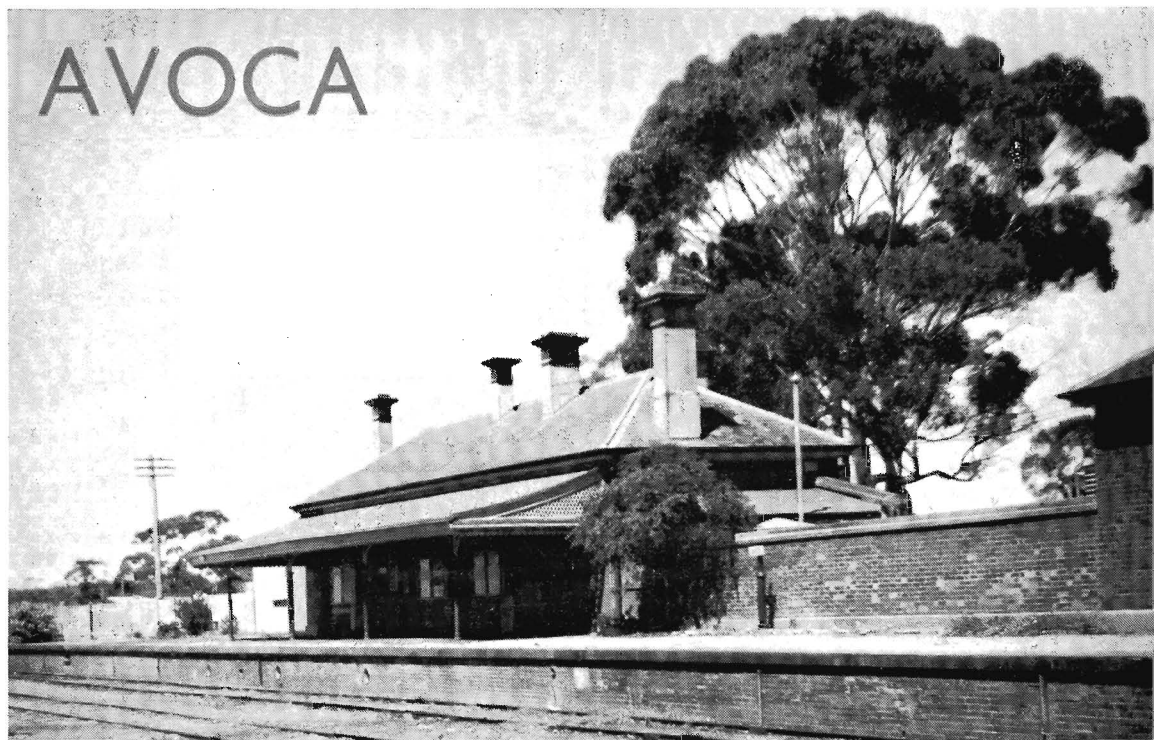
◀ Mr. W. H. Chapman, Workshops Manager, (left) "hands over" the carriage to Mr. E. Godwin, President, A.R.E.

**T.V. ON STEAM :** *The Last Puff*, a documentary on the last days of the steam locomotive, is being made at Ararat by an Australian Broadcasting Commission team. (Ararat Advertiser photograph) ▶



WHEN Major Mitchell, the explorer, reached the site of the present Avoca township in 1836, and named the Avoca River, it is believed he had in mind the words of Thomas Moore :

*. . . Sweet vale of Avoca, how calm could I rest,  
In thy bosom of shade with the friends I love best. . .*



Avoca station

Whether that is so, the township and railway station certainly rest in the shadow of the Pyrenees Ranges. The station is exactly 127 miles north-west from Melbourne—the mile-post being on the platform.

Last year, the Railways hauled 4,460 tons of goods into the station and 3,935 tons outwards, for a total revenue of \$27,220. The assistant stationmaster, Mr. R. T. Rowe, came to Avoca from Bet Bet in 1964. His residence is part of the station building.

#### Eucalyptus

One of the most interesting consignments railed from Avoca is eucalyptus oil, which is sent regularly to Melbourne in 44-gallon drums.

The oil is distilled from young gum leaves by two local farmers. The leaves are placed in a vat; steam enters from below, and boils them, causing the oil to mix with the steam. Water is added, and the oil floats to the top. It takes about 1,000 lb. of foliage to make one gallon of crude oil.

In Melbourne, the oil is used for disinfectants and pharmaceutical products.

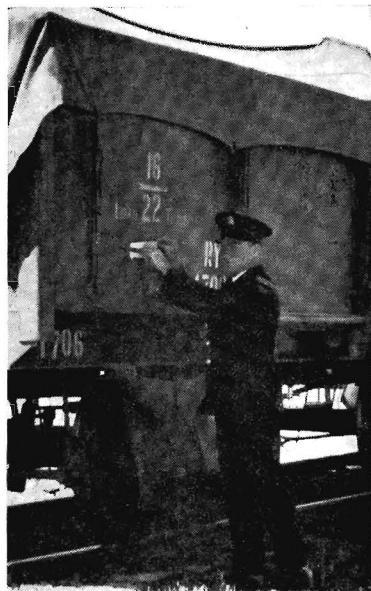
#### Concrete pipes

Concrete pipes made by the local shire, on land near the station, are sent by rail. The shire crushes its own gravel on the site.

About 3,800 bales of wool are railed each year. Superphosphate is an important inwards commodity, and the Country Roads Board consigns an average of two tankers of bitumen a week to Avoca for road-making.

#### Loading test

In 1962, the Grain Elevators Board experimented with direct loading of bulk wheat into rail wagons at Avoca, using hoppers and electrically-driven augers. This method



A.S.M., Mr. R. Rowe, cards a rail wagon.

continued until late last year when a wheat storage bin was built.

Fully mechanized, the single bin steel elevator can hold 80,000 bushels of wheat. It has an hourly intake capacity of 120 tons.

A 40,000-bushel bulk oat storage shed was also built last year. In a normal year, locally-grown oats are held there pending rail dispatch to the Melbourne market or to Portland for export.

However, because of the drought, there were no deliveries of oats at Avoca this season, and only 9,000 bushels of wheat were received.

### Brandy

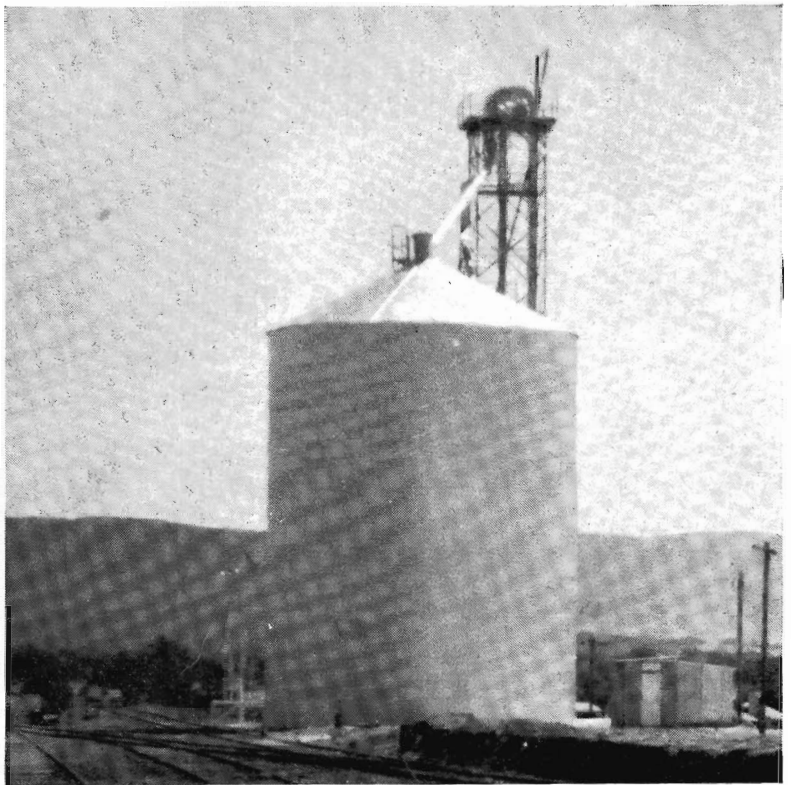
Chateau Remy, a 653-acre local vineyard, winery and distillery, is thriving on land that was mined by the gold diggers of years ago. One of the features that led to Avoca's selection as a site for the vineyard was its cool climate, considered to be essential for the production of high quality brandies. Rainfall was not so important, as vines are hardy plants, capable of sending roots up to 40 ft. in search of moisture.

Vines have been planted each season for the past five years, and the first grape picking took place last year. About one-third of the area is now under cultivation.

Most of the fencing wire and steel posts for this project were railed to Avoca. The rootlings arrive by rail from South Australia and Mildura.

### History

The railway from Maryborough to Avoca—15 miles—was built in 1876 by Milne, Gartly and Tout at a cost of \$74,370. Isaac Summer-

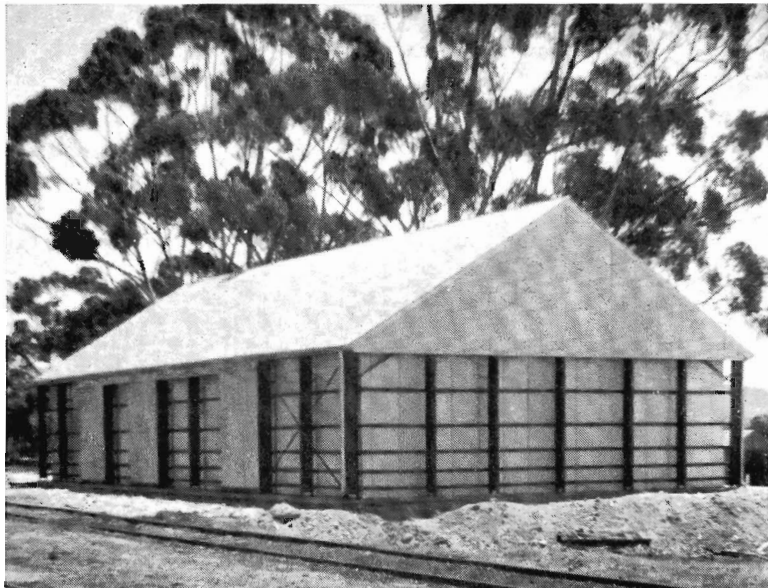


The new wheat storage bin.

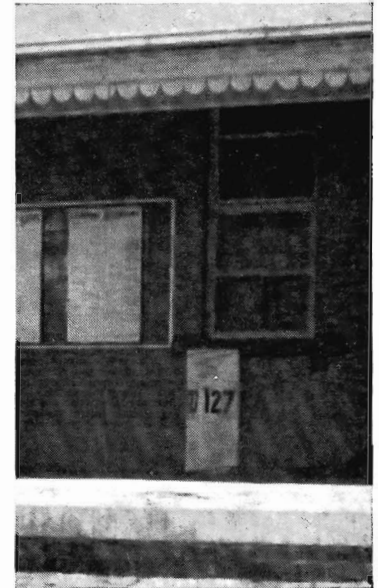
land built the Avoca station for \$5,017.

Fourteen years later, the 39-mile section from Ararat to Avoca was opened. Built by A. Baxter for \$260,550, the section was closed in

July 1959 for economic reasons. It was re-opened late in 1966 because of the expanding bulk oat traffic from midland, Riverina and northern districts to export shipping facilities at Portland.



The oat storage shed.



Milepost on the platform.

## London appointment

MR. Jack Taylor, who has been appointed Australian railways' representative in the United Kingdom (see page 51), was Research and Special Duties Officer in the Commercial Branch. Chosen from several hundred applicants, he will take up his duties in London on September 1. His appointment will be for three years, with an option of another three years extension. He is at present on a briefing tour of other Australian railways.



Mr. Taylor

Assisting in recruitment of staff will also be part of his duties.

Mr. Taylor has had considerable experience in the Traffic Branch, and has been in the Commercial Branch for 15 years. Recently he has been studying the implications of import/export containerized cargo, particularly in respect to railway and port requirements.

Consequently, he will be singularly well placed to deal with the volume of inquiry expected once container vessels begin to arrive in Australia early next year. The two major groups controlling the flow of containers to and from Australia represent United Kingdom shipping consortiums.

The need for a London representative had been suggested by a study of travel patterns of visitors from the United Kingdom to Australia.

The Australian Tourist Commission estimated that as many as 90 per cent. of all pleasure travellers from the United Kingdom to Australia, use rail transport at some time during their visit.

Based on inquiries received, about 16,000 U.K. visitors travel on Australia's trains each year, while the tourist market is growing at from 15 to 20 per cent. a year.

Groups that could lead to greater rail travel in Australia are :—

- the 7,000 to 8,000 U.K. businessmen who arrive each year and travel between capitals.
- young Australians returning home who realize how little they know of their own country.

- travellers disembarking at Sydney or Melbourne and proceeding to destinations in other States.

Hitherto, British travel agents, in making arrangements for rail travel in Australia on behalf of clients, have had to deal with individual railway systems. Mr. Taylor's appointment will enable prompt, on-the-spot bookings to be made.

Son of a country policeman, Mr. Taylor, as a boy, lived in Colac, Maffra, Stratford, Talbot, Briarolong and Ballarat. He joined the railways at Ballarat as a junior clerk, and worked later at Footscray, Caulfield, Morwell and Mildura before coming to the Commercial Branch at Head Office.

## Smoke signals

“THE protection of motorists at level crossings is a subject that attracts the attention of some of the inventive-minded members of the public”, said Mr. I. W. Scott in a chat with *News Letter* prior to his retirement, last month,

as Engineer of Planning and, ex officio, Chairman of the Level Crossings Committee. Naturally, some of the suggestions are rather odd. One writer proposed using hydraulic power, operated by approaching trains, to cause a spring loaded device to raise the rear wheels of a motor car that failed to stop. What happened to the car afterwards was touched upon.

Devices that pop up in the middle of the road are popular with this type of inventor. Rubber buffers that would rise when a train approaches . . . a rope barrier, operated by a photo-electric cell . . . are typical of the ideas that spring from these fertile minds. Another suggestion was to have smoke signals set off by trains.

“Some of the suggesters don't seem to mind killing the careless motorist,” Mr. Scott said.

Flashing light signals are now being installed at the rate of about 20 a year, but the best safety device is still a careful motorist, he added.

Other senior positions that Mr. Scott has held include D. E., North-eastern District, and Engineer of Track and Drainage. He leaves for a tour of Europe, this month.



Mr. Scott

## Top Student

TOP first-year-student award for the Transport Administration Course of the Institute of Transport, for 1967, went to Mr. G. O. Evans, a clerk in the District Superintendent's office, Flinders Street.

Mr. Evans was recruited in England for the Department, 12 years ago. His hobbies are trains, and collecting railway tickets. He has just returned from a visit to Western Australia, where he spent a good deal of time photographing steam locomotives and the new standard gauge developments. In 1963, he returned to England for a visit, and travelled part of the way—about 4,000 miles—by train. Mr. Evans has a large collection of colour slides of railway subjects, and about 3,000 railway tickets. Collecting railway tickets is evidently a popular hobby in Britain. He points out that when British Railways close a station, the authorities make the tickets available to collectors—providing they make a small donation to the railway orphanage at Derby.



Mr. Evans

## Named off-peak tickets

IN a letter to the editor, Mr. Harold T. George, a retired Accountancy Branch officer, writes :

“Concerning the recent off-peak competition, I was pleased that the name remained *off peak*, because I feel that I had a part in naming this ticket.

“At the time of its introduction, I was employed in the Ticket Supply Office, and had charge of the recording, ordering on the Government Printer and supplying him with the colour and superimposing information, for all daily tickets.

“Prior to the introduction of this ticket, the late Mr. C. Myers of the Commercial Branch called to see me about the introduction of a concession ticket to be used in the period after the rush travel, and to be named *shopping ticket*. I pointed out that some people might think it could only be used for shopping, and as it was to be used only in the off-peak period, why not call it the *off-peak* ticket and superimpose *O.P.* in red. Mr. Myers agreed, and that was the name adopted.”



## Identical twins retire



Messrs. B.T. and L. M. Williams

**B**ACK in December 1918, the Williams brothers, identical twins, began their railway careers in the then Transportation Branch, at Geelong. This month, they retire—Mr. B. T. Williams as senior clerk in the District Superintendent's office at Seymour, and Mr. L. M. Williams as Comptroller of Accounts.

Mr. L. M. Williams started in the Geelong booking office, and his brother in the goods office. For a while, they worked together in the parcels office.

"B.T.", after further experience at the station, was transferred to the D.S. office. Other locations at which he worked included Shepparton—where he was stationed for 13 years—and the branch staff office. Mr. Williams has been at Seymour since 1959, but, in retirement, intends to live at Shepparton.

While at Geelong, Mr. L. M.

Williams also served a term in the D.S. office and qualified as an accountant. In 1929, he was transferred to Head Office and worked with the accounts clerk for the branch.

Gaining a Bachelor of Commerce degree at Melbourne University, he was later appointed accounts clerk. On loan to the Commonwealth during the war, Mr. Williams joined the Accountancy Branch on returning to the Department in 1946. In 1957 he became Auditor of Expenditure, in 1959 Assistant Comptroller of Accounts, and has been head of the branch since 1964. In the same year, he accompanied Mr. Commissioner Rogan overseas to study railway computer applications, and headed the committee that subsequently recommended the hiring of a G.E. 415 computer by the Department. Upon retirement he will live at Creswick.

Accountancy Branch, and for 23 years worked in the Bookkeeper's division. A qualified accountant, Mr. Reynolds has been Accounting Officer at Spotswood Workshops, North-eastern District, Refreshment Services, and Railway Offices. He was appointed Chief Clerk in 1965. In retirement, Mr. Reynolds looks forward to relaxing on the bowling green.

## Back numbers

**R**ETIRED railwayman Mr. H. W. L. Smith has written in to thank readers who have sent him back numbers of *News Letter*. Mr. Smith has given away all his surplus copies. However, he is still after the following issues to complete his collection : October, November, December, 1950 ; March, June, December, 1951 ; September 1952 ; and January 1953. His address is Box 15, Harcourt 3453.

## 50 years

**M**R. E. C. Reynolds who retired last month as Chief Clerk of the Accountancy Branch had just over 50 years service. He started in the Transportation Branch at Head Office, on January 29, 1918. Soon afterwards he transferred to the

## New Comptroller of Accounts

**F**OLLOWING the retirement of Mr. Williams, Mr. N. L. Miller, A.A.S.A., Assistant Comptroller of Accounts, has been appointed to succeed him. Mr. Miller's career goes back to the days when the present Auditor of Revenue division of the Accountancy Branch was a separate branch under the control of the Auditor of Receipts.



Mr. Miller

He joined that 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.

Among the senior positions Mr. Miller has held have been Bookkeeper at Bendigo, Accounting Officer at North Melbourne and Geelong, and Chief Bookkeeper. He has been Assistant Comptroller of Accounts since 1964.

As a change from managing the Department's finances, Mr. Miller turns to his large collection of antique clocks, china, and glass. Altogether, he has about 200 clocks, the oldest dating from 1750.

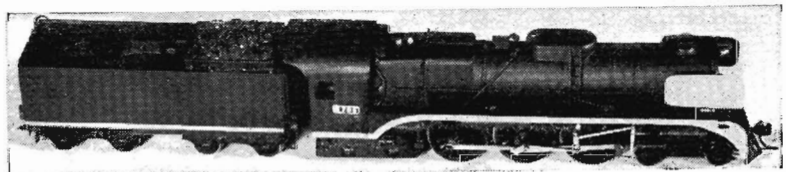
## Signal engineers meet

**T**HE 20th annual meeting of the Institution of Railway Signal Engineers (Aust.) was held in Canberra on March 15. Officers from the Signal and Telegraph Divisions of the Queensland, New South Wales, and Victorian Railways, as well as representatives of private industry, attended.

V.R. officers were : Messrs. G. F. Woolley, C. C. Clayton, A. G. Irving, D. E. McCauley, L. J. Pearson, R. G. Cumming and I. G. Dennehy.

A paper, *The Jointless Track Circuit*, was read by Mr. G. Alt, Chief Engineer of the Aster Company of France, and provoked keen interest and discussion. Following this, Mr. A. G. Irving, V.R. Circuit Design Engineer, delivered a short address on certain phases of the signalling for the new Melbourne Yard scheme.

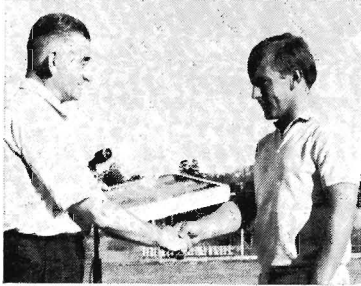
## Won Prize



This model of R700, made by Mr. R. P. Dunn, Works Foreman at Geelong, won first prize in the last annual competition of the Victorian Model Railway Society.

## South Dynon picnic

SOUTH Dynon Loco men held their 34th annual picnic recently at Eltham. Weather of course was perfect, and a big programme of races for young and old climaxed with the Loco Gift which was won by Fireman John Majewski. Ponies, stage coach, tractor, and swing boats entertained the children, and the day pleasantly concluded with a dance at which some excellent prizes were awarded. The untiring efforts of the picnic committee, its president Mr. N. De Pomeroy, and hon. secretary Mr. F. J. Moore, contributed much to the success of the day.



At the South Dynon Loco picnic, Committee Secretary Mr. Moore (left) presents a trophy to Mr. Majewski, winner of the Loco Gift.

## Did the lot

MR. W. A. Letch, a retired railwayman, recalls an incident of 53 years ago.

"Way back in 1914 I was on early shift in the St. Kilda booking office. On arriving at the station at 5.20 one winter morning, I found that neither the guard nor signalman had arrived, and the R.S.M. would not be there until arrival of the first down train.

"A light engine from Flinders Street arrived to take the first up train. I therefore had to close the office, rush along to the signal box, break in, and read the diagram for the correct levers to pull. Having pulled the levers, the light engine moved forward and was coupled up to the carriages. The levers for the departure signals were then pulled.

"I next rushed back to the station, sold a few tickets, grabbed a hand lamp and lit it, locked up the office, closed a couple of carriage doors, gave the green light to the driver, and acted as guard to Flinders Street".

\* \* \*

Forty is the old age of youth ; fifty, the youth of old age.

—Victor Hugo

## Trained Lionel Rose

MR. Frank Oakes, foreman at the Oakleigh overpass, trained Lionel Rose while the champion was an amateur. Frank, at the time, worked at Warragul, and the training was done at the Youth Club gymnasium in the Warragul V.R.I. Centre. While Frank was training him, Lionel won the amateur open flyweight championship at the age of 15, and was within one point of selection for the Tokyo Olympic Games.

"Lionel was a very good lad, right from the start. He loved the sport, and training was no problem to him" says Frank, who, incidentally, has been training young boxers for about 20 years.



Mr. Oakes

## THE V.R.I. LIBRARIAN TALKS ABOUT BOOKS

The Library is now recovering from the *drought* that resulted from the British dock strike, followed by the Australian postal stoppage. New books are now flowing in at a great rate, and there is something for every taste.

Big books are the current fashion, particularly in general fiction. Anything from 400 to 700 pages is now quite common—and, in many cases, it requires a lot of padding to make up the space. One recent release, however, has a really big story—the story of the Russian revolution, and it is very well done; historical characters, some thinly disguised, have their stories woven into the plot, and I think this one—by M. W. Waring—will prove a best-seller.

Two popular titles of a few years ago were *The Lost-Week-End* by Charles Jackson, and *The Desperate Hours* by Joseph Hayes. Both were made into films, and I think these authors' recent works will also be filmed. They are Jackson's *A Second Life* and Hayes' *The Deep End*. The former, like the author's previous book, is a story of human weakness and an obsession. This time the character is a woman, and the obsession is sex, but I think the author gets around this with less likelihood of censorship than a lot of other very frank books that are now appearing. Hayes's new book too, is similar in theme to his earlier one. This time a couple of beatniks take over a house, and terrorize the owner. Again, this one is very frank, but it gives a good insight into the way some members of our community rationalize their behaviour.

Another well known author is represented in the new books—this time Richard Gordon of the humorous *Doctor . . .* series, but his new book, *The Facemaker*, is an entirely new field for him. This is no comedy but a story of plastic surgery in the 'twenties and 'thirties, when this field of surgery was in its infancy.

Two other books with medical backgrounds are *The Surgeon* by Vincent Brome, and *The Practice* by Stanley Winchester. The first is the story of how a woman achieves independence, and pioneers woman's place in surgery. The other covers the careers of a number of doctors in a clinic in an English country town, and is being publicized as the English version of *Peyton Place*. In my view, the only similarity to *Peyton Place* is in the number of unsavoury characters involved. This author is undoubtedly a better writer than Metalious, but where *Peyton Place* is suggestive, this one is descriptive—definitely not everyone's cup of tea.

Finally two specials for the men—two of the best war books of recent years are Geoffrey Wagners' *The Sands of Valour*, a story of the Tank Corps in the desert war before Alamein, and *The Cauldron* by Zeno, almost a textbook on the Parachute Brigade's action around Arnhem. These two I strongly recommend.

## Transport papers available

RECENTLY the Victorian Section of the Institute of Transport held a seminar on *Australian Transport in the next Decade*. A limited number of bound copies of the papers presented at that seminar are now available to anyone interested, at a cost of \$2 a copy.

The titles and authors of the papers are: *The Australian Economy in the next Decade*—H. F. Bell, B.A., M. Com. (Melb.), Ph.D. (Lond.), A.A.S.A., F.A.I.I., Economic Adviser to the A.M.P. Society; *The Transport Needs of Industry and Commerce in the next Decade*—G. C. Frood, A. Inst.T., A.M.I.M.H., Traffic Manager, Kraft Foods Ltd.; *The Role of Rail Transport in the next Decade*—K. A. Smith, B.E., M. Inst. T., Commissioner, Commonwealth Railways; *The Role of Road Transport in the next Decade*—J. A. Maddock, Editor "Truck and Bus Transportation"; *The Role of Australian Coastal Shipping in the next Decade*—Capt. Sir John Williams, C.M.G., O.B.E., Chairman, Australian Coastal Shipping Commission; *The Role of Air Transport in the next Decade*—J. L. Watkins, O.B.E., D.I.C., B.E., F.S.A.S.M., F.R.AeS., M.I.E. Aust., M. Inst.T., Director of Engineering, Trans Australia Airlines; the summing up—*Where do we go from here?*—Mr. Justice Gillard of the Supreme Court of Victoria.

Mail should be marked "Personal", and addressed to Mr. F. E. Edmonds, Institute of Transport, C/- Transport Regulation Board, Cnr. Princes and Lygon Streets, Carlton, Vic., 3053. Cheques should be made payable to the Institute of Transport.

## The old exchange

A talk with Mr. K. Kimber, who recently retired as Telephone and Telegraph Supervisor, recalled that the Department's old automatic exchange, on the fourth floor in Head Office, was actually the second automatic exchange to be installed in Victoria. The first, said Mr. Kimber, was a P.M.G. exchange at Geelong. The railway exchange was put in about 1913. It originally had 300 extensions, and was later increased to 500. (The present exchange has capacity for 2,000 extensions.)

Mr. Kimber started as an apprentice electrical mechanic at the Signal Workshops, Newport, and later began work at the exchange. Ultimately he became Exchange Mechanic-in-Charge, and remained in that position until his appointment, in 1955, as Telephone and Telegraph Supervisor.

Mr. Kimber had a good word to say for the old exchange. "It never really gave much trouble; the

only difficulty was the lack of room to expand, with consequent overloading", he said.

## Apprentice re-union

A re-union of apprentices who began with the Department in 1923, will be held at the Federal Hotel on Friday, May 3. Further information may be obtained from Mr. E. Williams, Newport Workshops (telephone 1131 ext. 6, or 38 4245).

## RETIREMENTS

### ROLLING STOCK BRANCH

Shields, J. W., Geelong, 22/3  
Marino, F., Nth Melbourne, 13/2  
Searle, W. A. J., Geelong, 15/2  
Bawden, R. D., Bendigo Nth., 2/5  
Sandow, N. L., Ballarat Nth., 11/5  
Redlich, F. B., T. L. Depot, 15/5  
Hurst, A. E. R., Depot, 31/5  
McLeod, A. W., Newport, 20/5

### TRAFFIC BRANCH

Black, M., Melbourne Goods, 17/3  
Silvestro, G., Melbourne Goods, 17/3  
Dusting, U. M., Mordialloc, 1/5  
Modesti, U. M., Melbourne Goods, 8/5  
O'Connor, F., Sunbury, 9/5  
White, J. A., Flinders Street, 11/5  
Forster, R. L., Richmond, 13/5  
Cleary, J. R., Geelong, 16/5  
Thomas, H. D., Aspendale, 18/5  
Crawford, (Mrs.) C. E., Caulfield, 23/5  
Edgar, J. C., C/- D. S. Geelong, 27/5  
Webb, G. F. J., Flinders Street, 31/5  
Plunkett, L. H., Carrum, 24/2  
Accheni, R., Geelong, 16/2  
Ford, R. O., Coburg, 16/2  
Ryan, G., Murchison East, 16/1

### WAY AND WORKS BRANCH

Barden, C., Blackburn, 9/5  
Dickinson, G. A., Spencer St., 7/5  
Efthimiou, V., Sunshine, 19/1  
Fawkner, N., Warragul, 13/2  
Hughes, J. H., Newport, 12/5  
Irvine, J., Colac, 22/5  
Lingham, W. H. M., Head Office, 31/5  
Mastoris, D., Flinders St., 5/2  
Pattern, G. C., Special Works, 23/2  
Quinn, C. D., Flinders St., 24/5

### ELECTRICAL ENGINEERING BRANCH

Scott, P. L., Lighting & Power Div., 27/4

### REFRESHMENT SERVICES BRANCH

Linnard, (Mrs.), H. I., Flinders St., 15/3

## NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

### ROLLING STOCK BRANCH

May, C. G., Newport, 14/2  
Doherty, J. A., Bendigo Nth., 18/2  
Searle, F., Newport, 8/3  
Jones, T., Ballarat Nth., 18/2  
Drabik, M., Newport, 21/2

### TRAFFIC BRANCH

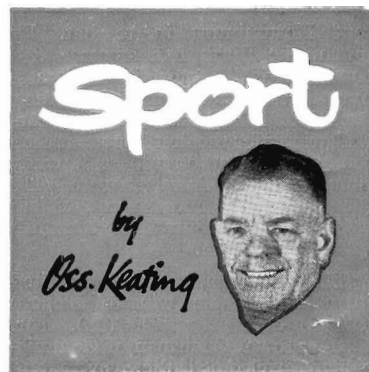
McCleave, R. A. L., Belgrave, 14/2  
Geisler, J. T., Mildura, 16/2  
Campbell, J. R., South Ken. 23/2  
Carroll, K. F., Oakleigh, 26/2  
Hall, W. A., Essendon, 10/3

### WAY AND WORKS BRANCH

Looney, J. C., Meaitan, 24/2  
Monte, A. J., Flinders St., 23/2  
Thatcher, R. A., Maryborough, 13/3

### ACCOUNTANCY BRANCH

Linacre, G. E. A., Head Office, 8/3



## Country Cricket Week

A disappointing entry of only five teams (Ballarat, Dimboola, Korumburra, Sunshine and Traralgon) was received for this year's country cricket week, but, as the results turned out, it was one of the most interesting and keenly contested fixtures we have seen for quite a few years.

On the opening day, Monday, Korumburra immediately gave notice that they would again be a strong contender for the title when they scored 8/249 to Ballarat's 118. Challis, Korumburra, had a great match, making 107 n.o., and taking 5 wickets for 60. In the other match, Traralgon 7/211 easily beat Sunshine 74 and 6/70. For the winners, Merrett scored 60, and Hall took 5/36. The failure of Traralgon to force an outright win in this match was to prove costly by the end of the week.

On Tuesday we saw the surprise of the series, when a determined Dimboola, in their opening game bundled out the 'Burra for 83 (Challis 28, McGrath 5/10) and then scored 126 (McGrath 24, McPhee 19) to win the game on the first innings. In the other game Ballarat won outright against Sunshine with McKay (Ballarat) getting a hat trick in his 5/11.

On Wednesday, Traralgon accounted for Dimboola in no uncertain manner, the two outstanding performances being Anton (Traralgon) who finished with 8/43, and the Dimboola wicketkeeper, Thompson, who held five very fine catches. Sunshine again suffered an outright defeat, this time by Korumburra.

On Thursday, after rain had delayed play for 2½ hours, Dimboola beat Sunshine on the first innings; and in an exciting match, Traralgon 7/100 (Pereira 54 n.o.) beat Ballarat 98.

Tension was pretty high on the final day when Traralgon (24 points) met Korumburra (23 points) on a rain-affected wicket in what was virtually the grand final. Winning the toss, Traralgon took a gamble which, unfortunately, did not pay off, and

sent Korumburra in to bat. By lunch, the Burra had amassed 216 runs (Curtis 101 n.o.) for the loss of only three wickets. Although their task looked hopeless, Traralgon battled grimly for the first hour, but then the bowlers got on top and, when time was called, Traralgon were 9/110 (Challis 6/40), and so the Shield went to Korumburra for the fifth year in succession.

The other game played, resulted in a comfortable win to Ballarat (5/212) over Dimboola (93). Mr. G. F. Brown, Chairman of Commissioners, welcomed the players and officials on opening day, and Mr. Commissioner L. A. Reynolds presented the shield and the F. M. Mitchell trophy to Korumburra at the conclusion of play.

### Country Bowls Week

**A** GAIN we had 100 bowlers competing in this year's fixture, and as usual play was on the Albert Park—V.R.I., Middle Park, and St. Kilda greens. Bendigo which had a number of representatives in our carnival team, proved the strongest of the competing centres, winning two of the three major trophies, and also the consolation fours event.

In the final of the championship fours, the Bendigo No. 1 team, skipped by Taffey Jenkins, proved too strong for their Geelong opponents and ran out easy winners. After many tries, Bill Bullock and Alf Traves (Bendigo), in a fairly even tussle, beat two of our veteran players, Andy Polson and Mat Wallis, of Ballarat, in the final of the pairs. One of last year's pairs winners—Wilf North of Ararat—proved his victory then was no fluke, by easily winning this year's singles title from Jim Wilson of Bendigo. For the first few ends of this match it looked as if the Bendigo boys were going to make a clean sweep of all events, but North suddenly found touch and

careered away from his opponent to win by 25 points to 10.

Mr. E. P. Rogan (Deputy Chairman) and Mr. M. L. G. McKenzie (General President, V.R.I.) presented the trophies to the successful bowlers.

### Metropolitan cricket

**L**OCO and Suburban Lines were opposed in the final of the 1967-68 season. Winning the toss, Loco sent Suburban Lines in to bat. But on a perfect wicket and a fast outfield, the Lines batsmen gave the bowlers no quarter, and by lunch had put together 294 runs for the loss of five wickets. Great knocks by McCalman (127) and Captain Pat Gurrie (83) were the main features of a good morning's cricket. After lunch, Loco settled down with confidence to chase this big score, and appeared to have a good chance of victory while Chapman and Cox remained at the wickets. However, both these batsmen were run out—costly mistakes on Loco's part—when Cox had 60 to his credit and Chapman was on 42. That was the end of the line for Loco, and they were all out for 210.

After the game, Mr. L. A. Reynolds presented the Commissioner's Cup to Pat Gurrie.

It is rather sad to report that Keith Williams, who had been one of the main stays of the Suburban Lines Club should suffer a collapse a day before this match. I hope this will act as a tonic, Keith, and that by now you are fit and well.

### Bowls carnival at Canberra

**A**S was anticipated in last *News Letter*, the final result of the 1968 Intersystem Bowls Carnival was a little disappointing.

Although for the first time in six years, we managed to bring home three of the six major trophies, we had to lower our colours to New South Wales in the fours champion-

ship, the premier event. As reported, Laurie Hindson took out the singles title and Gil Sargeant and Keith Williams won the pairs event. The W. A. Anderson trophy, for the winning reserve rink, was won by Victoria and, as this is the fifth time in succession that we have collected this trophy, it must surely be something of a record. The officials and all members of the party praised their host's (Commonwealth Railways) hospitality, and the efficient way in which the carnival was conducted. Congratulations to N.S.W. on winning the Commissioner's Shield and the Dennis Cup.

### Tennis apology

**A**M I in trouble? In the February issue of *News Letter*, I stated that the Pimms Cup had been won by Suburban Lines, although all the players mentioned came from the Melbourne Yard. My apologies—Melbourne Yard won the Pimms Cup—NOT Suburban Lines, so I hope Keith Deayton and his players will forgive me for naming them in the wrong team.

### Flinders St. First Aid

**L**AST Friday afternoon I was taken ill. I cannot speak too highly of the care and attention lavished on me by the attendants in the Swanston Street Ladies' Room, and the two first-aid attendants . . . They could not have been kinder; they cheerfully put up with the inconvenience, brushed off apologies, gave me medicine, drinks, and good advice, and saw me into a taxi. Could you please let them know how grateful I was . . . (Staff concerned were Miss A. Graf, Mrs. F. Ward, Mrs. H. Breed, Mrs. A. Hemming, and Miss C. Power. Ed.)

—(Miss) J. Tonnies, Barnett Street, Kensington, writing to the Stationmaster, Flinders Street



Scene at the opening of Country Bowls Week

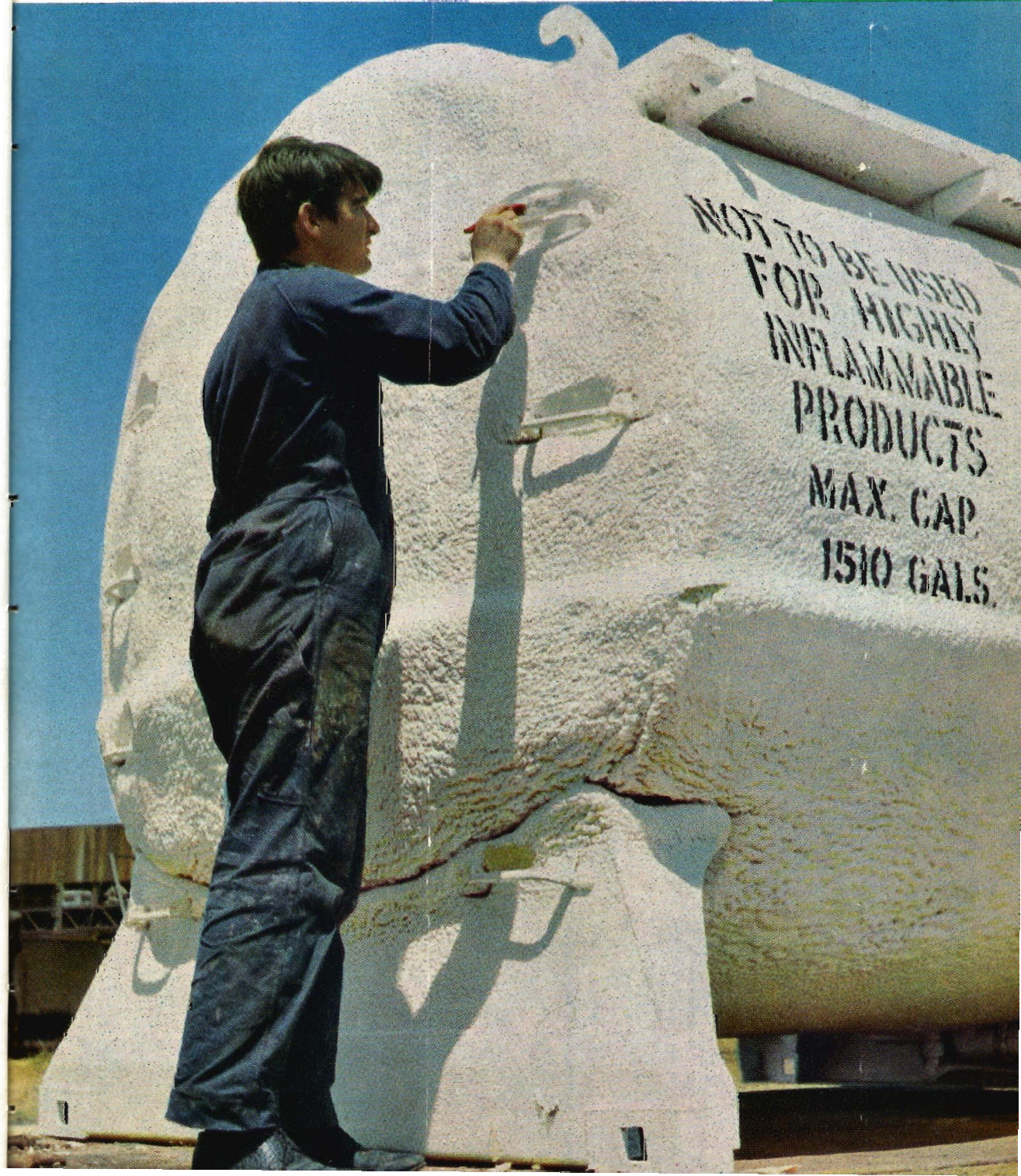
VICTORIAN RAILWAYS

# NEWS LETTER

MAY

VR

1968



# THE MONTH'S REVIEW

## V.R. CHAIRMAN COMMENTS ON

### OLD CARRIAGES

FROM time to time we hear and read of criticism levelled at the Department concerning the age and condition of certain of our suburban and country passenger stock. The question continually asked is, "Why don't the Railways do something about these old carriages . . . why don't they have more modern rolling stock on a particular line . . . why don't they do this or that?"

The passenger carriage which comes in for the most criticism is the swing-door type *dog box*, of which there are 82 still operating on suburban services, mainly on the St. Kilda, Altona, Ashburton, and Reservoir line groups.

The railwayman's answer to all of this criticism should be to point out that we would be pleased to get rid of this type of rolling stock for many reasons.

The maintenance cost alone of these carriages is extremely high due to their age, but it is essential, in order that we can maintain a full time-table, for them to remain in service until sufficient new trains are available to replace them.

On country lines also, it is still necessary to operate many carriages that do not meet modern standards of appointment and comfort, and many of which have exceeded what is regarded as a normal operating life.

In talking to the Rotary Club of Geelong recently, I said that the Department would be only too glad to get rid of all old type carriages still operating on the system, if only there was sufficient finance available.

The failure to replace passenger equipment as it reached the end of its economic life can be traced back to before the last war when, for many years, finance was not available to permit a programme of replacement of carriages to be carried out.

Naturally, we would like to have sufficient finance made available so that we could immediately replace all outdated carriages, but I am afraid that my sympathy is also with the Treasurer of the State who has so many demands made upon him from so many quarters for so much financial assistance.

However, the simple answer to our problem is— FINANCE.

truck hit the Queens Road bridge, South Melbourne, and at Wattle Glen a tow truck struck the overhead electric wires.

### Banana traffic booms

BANANAS are coming to Melbourne virtually by the train load.

The Department carried nearly 180 million bananas during the first quarter of this year, and the traffic has continued at the rate of about 14 million bananas a week.

Banana traffic is much greater this season because favourable climatic conditions in growing areas have increased supplies of the fruit to main markets. Bananas are being sent by rail from northern New South Wales and Queensland plantations to Sydney, Melbourne, Adelaide and Perth. Some of the consignments from the district of Tully, Queensland, travel 4,250 miles by rail to Perth buyers.

Freighting of the bananas into Victoria requires 50 bogie rail vans every week, and many of these are being bogie exchanged from standard gauge to continue on to Adelaide.

Bananas consigned to Melbourne arrive at the modern Dynon fruit handling depot of McRostie and Growers Pty. Ltd., that is 500 ft. long and served by both broad and standard gauge tracks.

### New insulation for tallow containers

A new method of insulating bulk-tallow containers is at present under test. Six portable tallow tanks have been coated with polyurethane foam, to reduce reheating time and so speed up delivery of the tallow and improve the turn-round of the tanks. The foam minimizes the drop in temperature of the tallow during the rail journey, and reduces the time taken to liquefy it on arrival in Melbourne.

Tallow, railed mainly from Portland, Bendigo, Wodonga, and Wangaratta, is placed in rail tanks as a heated liquid. Because the tallow cools and solidifies during transport, a special steam boiler plant feeds steam through inbuilt heating coils of the tallow tanks after their arrival at Dynon freight terminal. This procedure, which takes up to six hours, liquefies the tallow for delivery.

A recent trial in the foam treated tanks showed that the tallow dropped

only 10°, and the reheating was not necessary.

Whether the remaining 31 tallow rail tanks will be treated with the polyurethane foam depends upon further durability tests.

### Road vehicles damage bridges

CONCERN was expressed by the Commissioners, last month, at the regularity with which road vehicles are damaging railway property and causing delays to passengers.

On April 2, the Mt. Alexander Road railway bridge at Essendon was hit by the load on an interstate 32-ft. road truck and trailer which was carrying a 23-ton machine. Inspection of the bridge showed that damage was caused to one girder on the goods siding. Broadmeadows bound trains were terminated at Essendon, and buses carried passengers between Essendon and Broadmeadows.

On March 27, road vehicles caused delays on two railway lines. A road

### FRONT COVER

#### APPRENTICESHIP WEEK:

This month, Apprenticeship Week will bring to public notice the excellent opportunities open to apprentices. The Department will have displays at Newport Workshops, the Victorian Government Tourist Bureau in Collins Street, the Lower Town Hall, Melbourne, and at Geelong, Ballarat and Bendigo. At the V.R. Technical College, the display will be open from 9 a.m. to 5 p.m. and 6.30 p.m. to 9 p.m. on May 28, 29, and 30. Visitors are cordially invited. They will see an interesting range of exhibits and the work of young railwaymen such as Apprentice Painter John Crouch who is shown on the front cover painting the cut-outs on a polyurethane-coated tallow tank (see story on this page).

## Cars, cities, and freeways

CITIES would have to forbid all street parking within five years, Mr. Paul V. Parker, president of the Los Angeles Parking Commission, said on his arrival in Sydney, reports the Melbourne *Herald* of 29.3.68.

"And I can see delivery trucks being banned from city streets during the day," he said.

"They will have to make their runs between specified hours in the night".

"If you are going to build a freeway, and it will take three or four years to complete, forget it" Mr. Parker added.

"It will be obsolete before the first car moves down it. With the growth in population, the number of cars will increase so much that the freeway would not be able to carry them."

Mr. Parker said an efficient and fast public transport system could probably eliminate any city's traffic problems.

"But even if you offer the motorist a rapid rail service, with a connecting feeder service of fast buses, he will not accept it," he said.

"He is quite happy racing along a highway, bumper to bumper, at 50 or 60 miles an hour or hunting for a parking place."

Mr Parker predicted that restrictions would have to be put on motorists in the future to help combat the traffic problem.

"In five years, we shall have to eliminate all down-town parking in streets," he said.

## Freight record

A new weekly train tonnage record—100,814 tons—on the Melbourne-Albury standard gauge line was established during the week ended April 6. The record tonnage represented 58,963 tons from Melbourne and 41,851 tons to Melbourne. Main loadings on the trains were steel, pipes for natural gas, fodder and general goods.

The previous train tonnage for the line was 92,811 tons during the week ended July 22, 1967.

## Fixture cards

THE football fixture cards produced by the Department last month, are again proving as popular as they were in previous years. About 100,000 each of the League and Association cards have been printed. They show details of all matches for the season, the number of games each club has won lost or tied, how to reach the grounds by train, and other information. The cards are available free, from railway stations, Victour and some sports depots.

## B. E. five years old

AUSTRALIA'S first rail bogie exchange centre at South Dynon was five years old on April 8.

Since the centre opening on April 8, 1963, more than 103,000 rail vehicles have been handled.

Last financial year, a new annual record of 25,000 vehicles were bogie exchanged at South Dynon, and the figures for the first nine months of this year indicate that even this figure will be exceeded for 1967-68.

B. E. enables vehicles loaded at Kalgoorlie to be railed to Brisbane through South Australia, Victoria and New South Wales, a distance of 2,927 miles. It is the key factor in reducing transit times and handling costs for inter-system goods traffic.

A series of bogie exchange tests was made in 1961, and proved so successful that it was decided to build a permanent centre with specialized equipment.

Other bogie exchange centres have since been built at Wodonga and Port Pirie.

## Boisdale reserve opened

THE Boisdale Recreation Reserve was officially opened by Mr. G. F. Brown, Chairman of

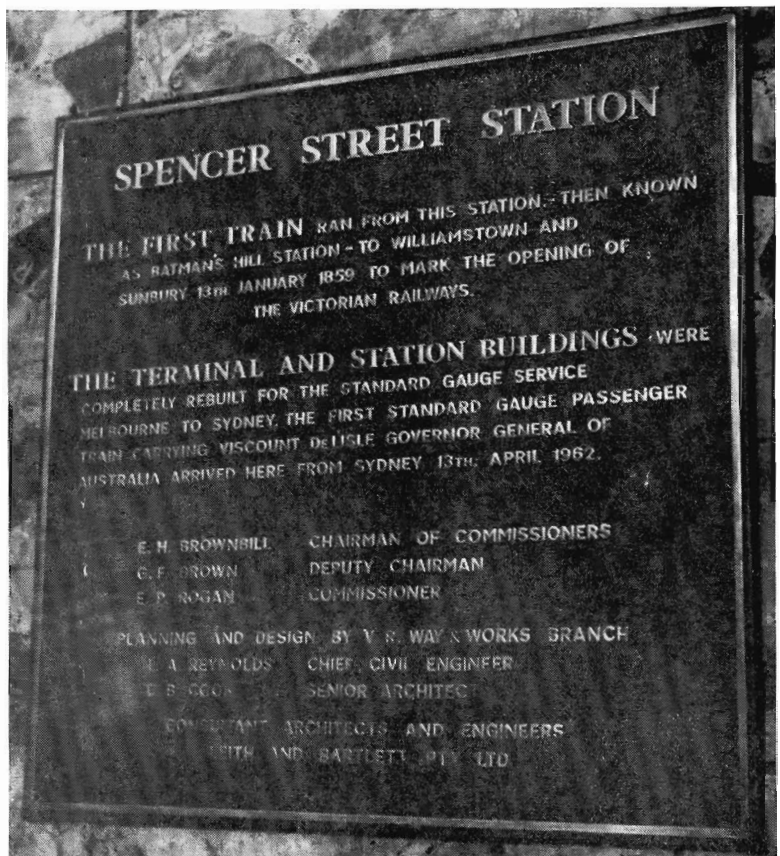
Commissioners, on April 13, during the "Back to Boisdale" celebrations. The Recreation Reserve land was formerly the site of the Boisdale station and marshalling yards. The station and line (Maffra-Briagolong) were closed in 1952.

## March front cover

CONSIDERABLE interest has been aroused by the front cover of the March issue, showing a railwayman putting a staff in the staff exchanger at Gordon. Which way was he looking, readers want to know—towards the setting sun, or to the left of the picture? Publicity Photographer Len Whalley, who took the photograph, says the railwayman (Mr. R. B. Widdison) was looking to the left of the picture.

## Locos in Weet-Bix

SWAP cards featuring Australian locomotives and trains are now in packets of Weet-Bix. Called *Iron Horses of Australia*, the series consists of 20 cards. The cards may be pasted on a book poster obtainable from the makers of the breakfast cereal. Items of V.R. rolling stock are reproduced on several of the cards.



Plaque that has recently been set in the wall at Spencer Street Station.



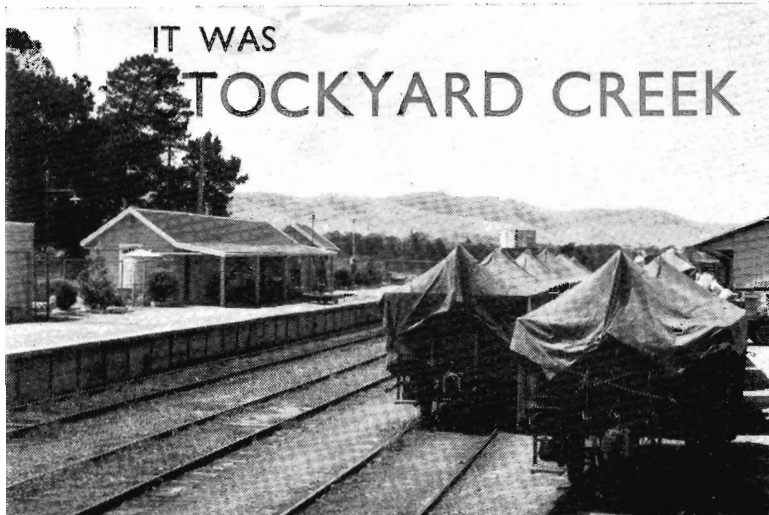
Stationmaster H. J. Weaver examines one of the shrubs. He has been at Foster for 10 years.



Signals Assistant R. A. J. Welsh



Junior Station Assistant K. J. Lester



Foster station and yard.

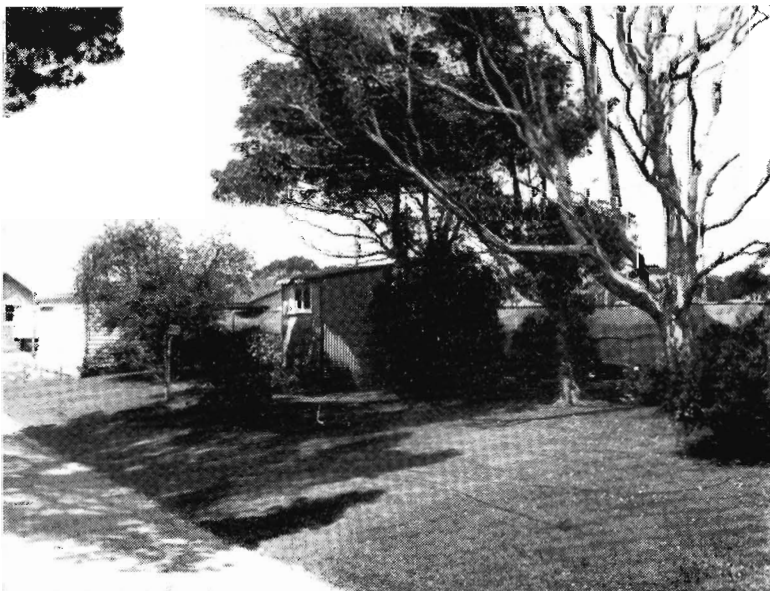
**F**OSTER, on the Yarram line, 107½ miles from Melbourne, was originally known as Stockyard Creek. It was later named after W. H. Foster, a police magistrate.

The station buildings have recently been repainted in a pleasant colour scheme of pink, green, and white, and, with the well-kept lawn and shrubs, make an attractive picture. It is not, therefore, surprising to know that the station has for the past four years, won first prize in its section of the station decoration competitions.

Staffed by an S. M., a signals assistant, and a junior station assistant, the station, last financial year, had a total outwards revenue of

\$15,451. Outwards traffic, mainly wool and livestock, was 1181 tons. Superphosphate and general goods for local stores comprised the bulk of the 8,026 tons of inwards traffic. Bulk superphosphate consignments are growing, and it is expected that Foster will become the distributing centre for Toora and Welshpool. The station is served by two goods trains daily, in each direction, Mondays to Fridays, and, as required, a goods from Korumburra on Saturdays.

Passengers are catered for by a daily train each way, Mondays to Saturdays. In 1966-67, outwards passengers brought in \$3,809 revenue; and parcels returned \$661.



A neat lawn borders the approach to Foster station.



# SHOWMOBILE ON TOUR



**T**HE 6-carriage, trade display train — *Showmobile* — left Spencer Street for its tour, on April 22.

Sheathed in aluminium, the train has been fitted with a wide range of commercial displays. Among the products featured are children's wear, cameras, film, aluminium roofing and flywire doors, motorbikes, oil stoves, power tools, motor car tyres and other motor accessories, plumbing equipment, spanners, linoleum, radios, tape recorders, electric clocks, venetian blinds, and furni-

ture. There are also displays by the Police, the Hospital Benefits Association of Victoria, the Victorian Government Tourist Bureau, and the Victorian Railways.

Before leaving, the train was open for public inspection at Spencer Street. After departing, the first display was at Mornington. Then followed Box Hill, Upper Ferntree Gully, Spring Vale, and Dandenong.

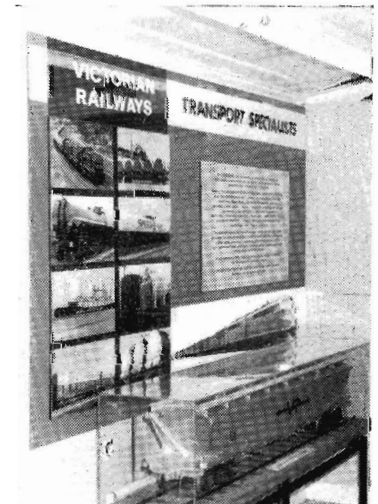
As *News Letter* went to press, it was expected that the train would be on display at Werribee, Geelong, Colac, Camperdown, Terang and Warrnambool.



Talking chairs are featured in a furniture display.



Photographic goods



The Department's exhibit

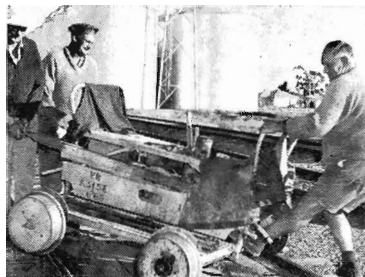
# WHEATLANDERS



Quambatook station, and wheat storages in background.



Rail-motor at Quambatook. (left to right) Rail-motor Driver J. Mahieu (Bendigo), Guard F. W. O'Brien (Ultima), and Stationmaster M. Rielly (Quambatook).



Quambatook No. 3 track gang place their trolley on the rails at the start of the day. (left to right) Ganger A. Booth, and Repairers W. McGuinness and G. Hayes.

WITH a six-figure revenue each—in a year of normal wheat harvest—Boort, Quambatook, and Ultima are the three largest revenue producing stations on the Korong Vale-Robinvale line. That 142½-mile line is part of nearly 1,800 miles of railway in the Victorian wheat belt that includes part of the Riverina.

Boort, 169 miles from Melbourne, is staffed by a stationmaster, assistant stationmaster, and two junior station assistants. As with most other stations on the line, the main outwards traffic is wheat, and some wool; inwards it's superphosphate and general goods. Total outwards revenue last financial year was \$132,265, and tonnage, 19, 842; inwards goods amounted to 4,571 tons. Outwards passengers and parcels accounted for only \$2,499. Livestock traffic was small, the total for the year being 17 vans.

For handling the wheat, Boort has an underground conveyor belt, the most modern of its type on the system. It is economically operated by only one motor. At time of writing, Boort was holding 153,000 bushels from the 1966-67 harvest, and 245,000 bushels of this season's wheat. Each of the three stations has a modern 1.1-million bushel, all-steel storage as well as the usual concrete receiving silos and steel annexes. In addition, the line has 16 other receiving stations, each with



At Quambatook. Assistant Stationmaster C. W. Phippen (on ground) hands an electric staff to Fireman J. Rankins (Ultima). In the cab is Ultima Driver-in-Charge J. Hilder.



At Boort, Station Assistants R. Clapp (left) and G. Smith load a wagon at the goods shed siding.

an average silo storage capacity of 145,000 bushels. Quambatook, 22 miles from Boort, took in 267,000 bushels of wheat this season. This contrasts with the 1,121,000 bushels received in 1966-67, some of which is still being held. About 30 wagons of it a week are being railed to other Victorian districts for stock feed during the drought. The station has an S.M. and A.S.M. Quambatook's outwards revenue for 1966-67 was \$136,497, and the tonnage 20,804. Inwards goods were 2,738 tons, and passenger revenue \$699.

The name Boort comes from the aboriginal for "smoke", and Quambatook from the native for "rat". Ultima, however, derives its name from a sheep station that was taken up in 1851. The name signified the furthest limit of settlement at the time.

Ultima received 218,000 bushels this season, about one-third of the quantity taken in during the previous season. At time of writing, the storage was holding 205,000 bushels. The staff consists of an S.M., two A.S.M.'s, four guards, two station assistants and a rest-house attendant. Total outwards revenue for 1966-67 was \$179,291, with an outwards tonnage of 27,278, and 1,702 tons inwards.

The Department's annual report records that the Korong Vale-Robinvale line was opened in sections, the first—to Boort—in 1883, and the last section—Annuello to Robinvale—in 1924. Annual reports rarely attain to any great degree of verbal felicity, but the riches of Victorian station names occasionally give rise to the happy accident. The report records that one section of the line was opened in 1914. It was the delightfully named Chillingollah to Manangatang—a melodic combination that could hardly be surpassed by Shakespeare at his best or James Joyce at his worst.



Boort station



Junior Station Assistant R. Harriss stacks tarpaulins at Ultima.



Stationmaster L. J. Balcombe, Boort



(Right) Ultima's Stationmaster L. S. Johnston and Assistant Stationmaster D. G. Bree.



Ultima station and yard.



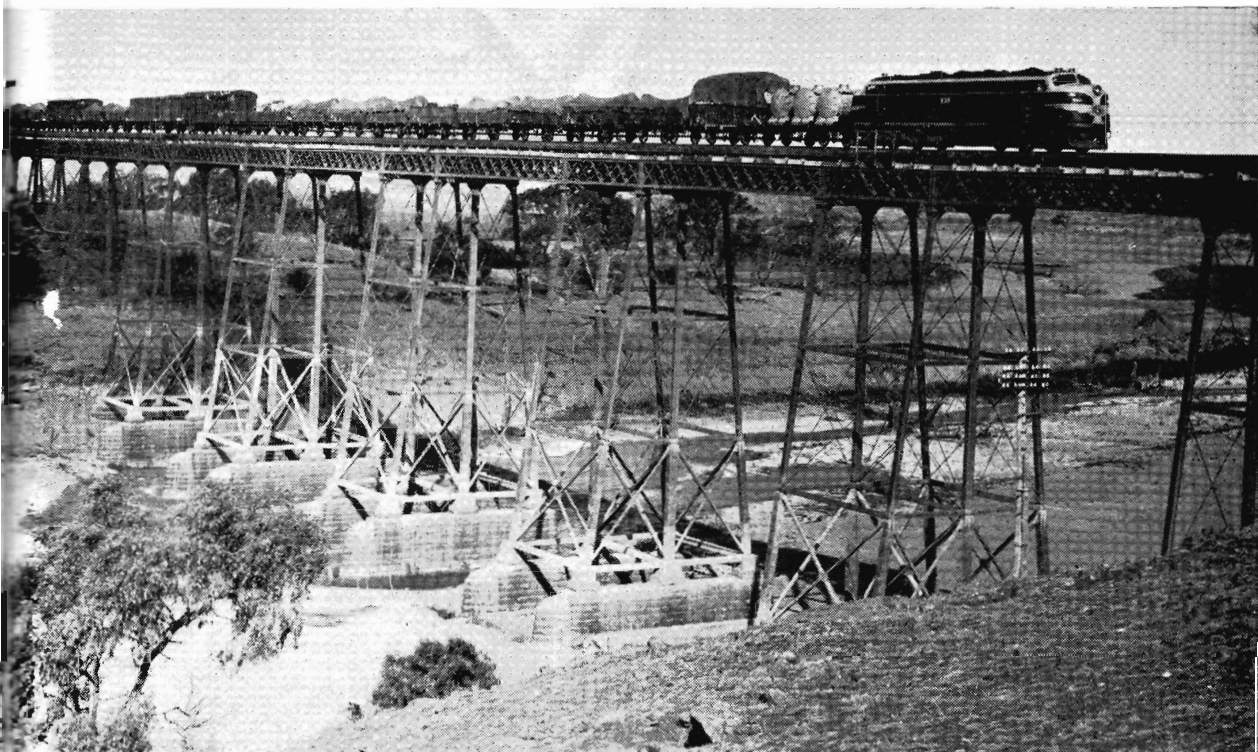
**SHOW CATTLE** from Victoria and South Australia are being loaded at Dynon on to a special train for Sydney's Royal Easter Show. The largest such train for several years, it carried 190 valuable cattle, and had two sleeping carriages and a sitting carriage attached for grooms and stock attendants.



**DROUGHT** : The effects



VIEWS  
OF  
NEWS



The drought are vividly shown in this picture of a goods train crossing the viaduct over the Melton Reservoir. Normally, the Reservoir holds a large quantity of water.



**SERVING BROTHERS:** Two railwaymen—Messrs. A. J. Ralph and J. Richards—attended at Government House last month, where they were admitted as Serving Brothers in the Order of St. John. Both are highly qualified in first aid, and, for many years, have taken an active part in St. John and railway first aid. They are shown being admitted by the Governor, Sir Rohan Delacombe. Mr. Ralph (left) is in the Way and Works Branch, at Sunshine, and Mr. Richards is in the Medical Section of the Secretary's Branch.

# RAIL USERS SAY . . .

## Called in

PASSENGERS who wish to express their appreciation of *Southern Aurora* usually write to the Department. A recent exception was Mr. R. L. Bowden, of 75 Banks Street, Newmarket Heights, Brisbane, who called at the *News Letter* office, just after arriving by the train, to say how much he appreciated "the courtesy, the attention, and the spotless dining car" on *Southern Aurora*.

## Jewell

I would like to commend the courteous and pleasant manner of Station Assistant Guiseppi Giampa, of Jewell, who returned a large bag of valuable bulbs which I inadvertently left on the train. On offering him 50c to buy a drink, he returned the tip smilingly, and said "I'm paid to do this, thank you all the same".

I was most impressed by his manner and hope there are more Guiseppi Giampas at other stations.

*Mrs. I. Graham, c/o Sigma, Melbourne, writing to the Chief Traffic Manager.*

## Wodonga

ON behalf of the Albury Legacy Club, I wish to express sincere appreciation for the co-operation and assistance received from your Department in connexion with the travelling arrangements for the children from Melbourne Legacy Club who were placed with local hosts and also at the Hume Weir Camp.

We are most grateful to the Wodonga railway staff who were very helpful on all occasions.

*A. V. Carter, Chairman, Camps and Holidays Committee, Legacy Club, Albury, writing to the Stationmaster, Wodonga*

## Intercapital Daylight

THE seat I had booked on *Intercapital Daylight* of February 9, was claimed by another passenger, and being old I became a little upset. The whole matter however, was tactfully adjusted by the hostess and conductor, and I was also cared for in so considerate a manner that others in the carriage were impressed. Not content with that, when leaving the train, the hostess on the Victorian side commended me to the good offices of the young lady coming on . . .

*—Elizabeth Tighe, Evans Road, Rooty Hill, N.S.W., writing to the Secretary*

## Boronia, Upper Ferntree Gully

...MY mother left her handbag (containing quite a large sum of money and many personal items) on the train when she alighted at Boronia. But for the prompt action of the two station assistants at Boronia, in ringing Upper Ferntree Gully, and the speed of the assistants there in recovering the bag, it would have been a very sad day for my mother. We offered them a reward, but it was most politely refused. I would like to express the grateful thanks of my mother and myself . . .

*—(Mrs.) S. M. Dawson, Stradbroke Road, Boronia, writing to the Secretary*

## Frankston

ON behalf of the Scouters and Cubs of the 1st Frankston Pack I should like to thank you for the enjoyable evening the boys had at the station. We appreciate your allowing the boys to be shown the station, and the way in which your staff made them welcome.

*—(Mrs.) Marion McLennan, A.C.M., writing to the Stationmaster, Frankston*

## Irymple

AT a recent meeting of my council, councillors from the Irymple area drew attention to the excellent conditions that prevail at the surrounds of the Irymple railway station, which reflected much credit on the enthusiasm and labours of the stationmaster and his staff. . . .

*A. D. Harvey, Shire Secretary, Shire of Mildura, writing to the Secretary*

## Water train

...THE water train has certainly been a most welcome sight at our last two fires at Upwey. My special thanks to the crews of this unit, and to the whole of the Victorian Railways—from Commissioners to station assistants—for running this train.

*C. Beaumont, Glenfern Road, Upwey*

## Oakleigh

ON January 30, I left my case, containing important papers, in a Dandenong train. On arrival at Oakleigh—where I missed the case—I reported the loss to Station Assistant Mrs. M. Michaels, who traced the case in a very efficient manner, and, thanks to her effort, it was returned to me the same evening, at Clayton station.

*—(Mrs.) O. Ditz, Webster Street, Chadstone, writing to the Stationmaster, Oakleigh*

## Richmond

VERY considerate and efficient help was given to me by the stationmaster at Richmond on February 19, when 160 young children went to Frankston for the school camp at Somers. He personally supervised the movement from in-coming trains, and managed the entraining of the whole crowd for Frankston . . .

*—A. Morris, Camp Secretary, State School, Auburn South, writing to the Secretary*

## Strathmore

VERY recently circumstances forced me to board trains once again—with reluctance and considerable disquiet. This was still very much the situation until February 15 when I left my satchel in the train after alighting at Strathmore. I sought the help of the young man collecting tickets and am still gratified at his response.

It was an extremely hot afternoon, and a disinterested listlessness could have been expected. What I received was a maximum of courtesy and an eagerness to recover my property as soon as possible. He had it recovered from the train at Glenroy, and returned to Strathmore. His anxiety was at least as great as mine and he spared no effort in performing what he obviously felt was his duty. I was impressed. I still am. And if this type of young man is typical of your staff of the future may I congratulate you on your good fortune.

*—J. Johnston, Lind Street, Strathmore, writing to the Commissioners*

## Mont Albert

ON my way to work this morning I lost my wallet on the up platform at Mont Albert station. Within an hour my property had been restored to me intact, and I now record formally my gratitude for the courteous, quick, and efficient way in which Mr. Patrick, the stationmaster, and his staff handled the matter. As I once had the honour to be secretary of the Cambridge University Railway Club, it has given me particular pleasure to write this letter . . .

*—W. M. McKerracher, A.R.G.C. Research Fellow in Mechanical Engineering, University of Melbourne, writing to the Secretary*

# END OF THE LINE



Cohuna station and yard



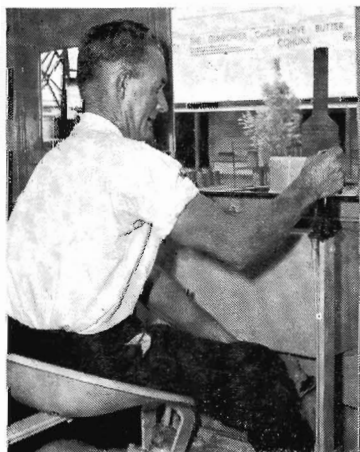
Assistant Stationmaster W. Mansbridge weighs a bag of locally produced casein.

**C**OHUNA — the name comes from the aboriginal for broлга— is 185 miles from Melbourne, and at the end of a branch line that serves a rich irrigation district in the Murray Valley.

The station's revenue for last financial year was \$39,766, including \$3,221 for passengers and parcels. Goods tonnage was 4,316 outwards and 6,910 inwards. Livestock railed out was 120 vans, and inwards, 18 vans. The main inwards traffic consists of superphosphate, cement, general merchandise, beer, and groceries. Butter, and other milk products, and some firewood, are prominent items railed outwards.



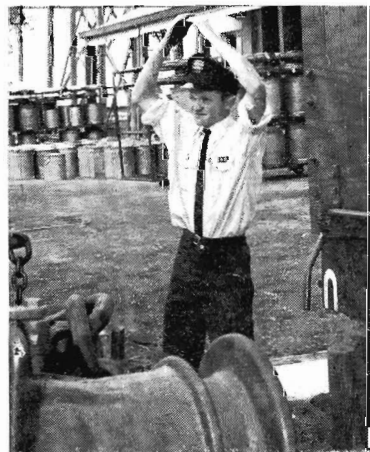
Relieving Stationmaster A. Hambleton



Rail Tractor Driver R. Hinson of Cohuna

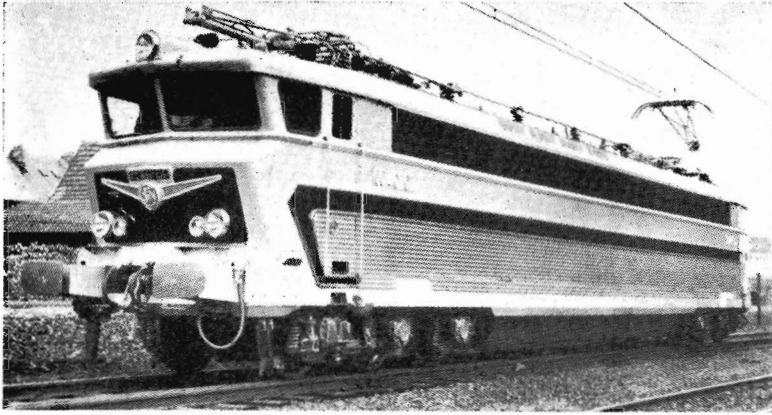
Irrigation water from the River Murray led to the development of a prosperous dairying industry in the Cohuna district and the establishment of a butter factory with rail sidings at the station. The factory, which is a branch of the Gunbower Co-operative Butter Factory, rails up to 90 tons of butter a week during the busy season. Another item frequently sent by rail from the factory is casein, a milk by-product that is used widely in secondary industry and food processing.

The branch line from Elmore to Cohuna, off the Melbourne-Echuca main line, was completed in 1915. The building of the line was one of the last blows dealt to the declining fleet of river steamers.



Junior Station Assistant R. Benghamy gives a shunting signal at Cohuna butter factory siding.

# LINE FROM OTHER LINE



**Four-current locomotive:** This locomotive, one of a batch on the French railways, can operate on four different systems of current and is probably the biggest and most powerful of its type in the world. Of 5,200 h.p. it has a normal top speed of 100 m.p.h. However, an alternate-speed gear gives a second permissible top speed of 150 m.p.h. This seems to point to a gradual rise in the top speed of French trains. The four systems of current on which the locomotive can operate are 3,000-V d.c., 1,500-V d.c., 15-kV 16.6 cycle single phase, and 25-kV 50 cycle single phase. (*Railway Gazette*)

## Robot loco

**F**REIGHT trains of 400 or 500 wagons may soon snake across the Canadian prairies and the Rockies as a result of extra muscle provided by a new robot locomotive.

The remote-control unit, leased by the Canadian Pacific Railway from a Florida electronics company, has begun a year's testing programme with automatic shunting at rail yards, and a 120-mile freight run.

Robot I, as it is called, is a van loaded with radio and electronic equipment. Placed in the middle of a train immediately ahead of one or more diesel locomotives, it controls the speed and handling of the so-called slave units by radio signals coming from the leading engine.

This means that unusually long freight trains can be operated more smoothly and more safely because the robot reduces strain on couplings in hilly regions.

The extra power in the middle of the train permits faster starts and quicker stops. Freight damage is reduced and train speed improved. (*Australian Financial Review*.)

## Railways fight back

**A**MERICAN SOURCES point out that a decade ago, trucks were still winning freight from the railways. Enter piggy back, and now the railways are carrying the trucks.

A decade ago, coal (still the U.S. railways' biggest single freight commodity) was switching to pipeline transportation. The railways developed the unit train, and now coal is riding the rails again.

Only half a decade ago, the railways' share of the auto-hauling traffic was down to a mere 8 per cent. Today, king-size rack wagons carry nearly 50 per cent., and the figure is steadily rising.

It's a different country, with, perhaps different circumstances, but the underlying message is the same—today's new railways can prosper in this new and tough competitive era.

The Australian railways, too, have proved they are on the move. The modernization drive undertaken over the last few years has brought immeasurable benefits, not only to passengers and shippers, but to the railways themselves.

## OPERATING THEATRE

**A** mobile surgical operating theatre was designed and built at Newport Workshops in 1915 (during the First World War) as a donation to the Red Cross Society for use in the battle zones; it was claimed to be the first of its type in the world.

## RECIPROCAL BOOKING

**A**USTRALIAN and New Zealand Railways will soon open reciprocal booking arrangements for travellers from both sides of the Tasman. Tourists to New Zealand will be able to book at major Australian railway booking offices for travel by train, coach, and ferry services operated by the New Zealand Railways. Likewise, New Zealanders planning to travel by the services operated by any one of Australia's seven railway systems will be able to book through the New Zealand Railways.

## S. G. TOPS 10 MILLION TONS

**T**HE 10 million tons mark for total freight carried on the standard gauge line, since it was completed in January 1962, was reached last month. Nearly double the amount of freight is now being carried on the line, compared with the first year of operation. In the last financial year, more than 2 million tons of freight was carried and up to 18 freight trains a day ran on the line.

## COMMONWEALTH CONTROL OF RAILWAYS

**T**HE Federal Government should offer to buy all State railways, the Federal Opposition Leader, Mr. Whitlam, said last month, when making a major policy speech on transport to the Civil Engineering Department of Melbourne University.

"It is a national tragedy that real achievements in rail technology should be vitiated by the existence of six separate mainland rail systems" he said.

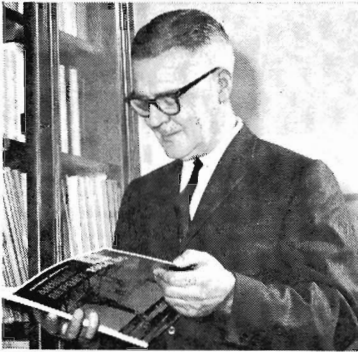
## COUNCIL PRAISE FOR V.R.

**T**HE Railways had done a "magnificent" job in cleaning up the bus shelter at Frankston railway station, Cr. Eric Bell said at a council meeting, last month. Moving that council write and congratulate the Railways, he said compliments were also deserved for the rejuvenation of the station and parcels office. (*Frankston Standard*, 17.4.68)



# AMONG OURSELVES . . .

## New Asst. C.T.M.



Mr. Arthur

FROM lad porter to Assistant Chief Traffic Manager is the success story of Mr. R. H. Arthur who was appointed to that position last month, following the retirement of Mr. E. L. P. Black.

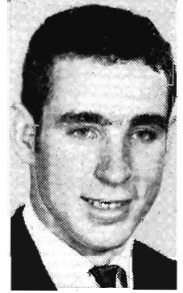
Coming from Neerim South, Mr. Arthur began his career as a supernumerary lad porter at East Camberwell, in 1926. After working at various Gippsland and suburban stations, he became an operating porter in 1935, an assistant stationmaster in 1946, and stationmaster at Albert Park, six years after.

Appointments to senior positions began in 1959 when Mr. Arthur became assistant to the Ararat District Superintendent. Seven months later, he was District Superintendent, Ballarat. During the following seven years, Mr. Arthur successively occupied the positions of D. S. Seymour, Metropolitan Superintendent and Superintendent of Train Services. Since 1966, he has been Outdoor Superintendent. When time permits, Mr. Arthur relaxes with rod and line.

## Outstanding apprentice

Apprentice Fitter and Turner Santo Chiodo is the outstanding apprentice among those who attended the V. R. Technical College last year. Santo began his apprenticeship with the Department in January 1965, after gaining his junior technical certificate at Collingwood Technical School. He was awarded a special prize as best apprentice in

his training centre during 1965, and gained first prize in his class, for examination results, in each of the two succeeding years. Santo's hobbies are fishing, and repairing car engines.



Mr. Chiodo

## Model of Polly



Mr. E. A. Heyme (seated) is seen through a haze of "steam" emitted by a model of steam crane No. 3 that was among the gifts presented to him on his retirement as a diesel maintainer at South Dynon Loco Depot. The "steam" was cigarette smoke blown through a tube connected to the model. Mr. Heyme started as an apprentice in 1919, was at Newport Workshops until 1937, and since then worked at North Melbourne and South Dynon Loco Depots.

## Overhead retirement



A large group assembled at the Overhead Depot to farewell Mr. M. W. Henry who recently retired after 28 years as an assistant linesman. He is shown (right) receiving a presentation from Mr. E. W. Rudolph, Overhead Engineer.



Shown above is a miniature United Nations group in the drawing office of the Railway Construction Board at Head Office. There are only 10 members of the staff in that particular room, but among them they have nine nationalities. From left to right: Messrs. Nicholas Postema (Holland), Edward Paras (Poland), Werner Wiedemeier (West Germany), William Gallon (England), Mrs. Irja West (Finland), Messrs. Murray Boundy and Donald Wishart (Australia), Nikolai Zoska (Russia), Tek Kong Loh (Malaysia), and Joseph Vincze (Hungary). And, last year, they had a citizen of the United States working with them.

### New Assistant Comptroller of Accounts

MR. A. Priestley who has been appointed Assistant Comptroller of Accounts (see April *News Letter*), has been Auditor of Expenditure since 1961. Practically all of Mr. Priestley's career has been in the Accountancy Branch, save for the first six months when he was in the then Transportation Branch (having joined it at the end of 1919); periods in the thirties' when he was on loan to the Treasury and Taxation Departments; and four years, from 1942, with the Department of Labour and National Service. Other senior positions occupied by Mr. Priestley include Bookkeeper at Geelong and Refreshment Services Accounting Offices, Accounting Officer at Jolimont Workshops, and Terminal and Eastern, and Inspector of Accounts. He is an Associate of the Australian Society of Accountants.



Mr. Priestley

### V.R.I. LIBRARIAN TALKS ABOUT BOOKS

HISTORICAL novels were a very popular form of recreational reading a few years ago, but recently they seem to have suffered a slight decline. However, they may be about to stage a comeback, as some popular authors are back in business, and some promising new writers are also making their appearance.

Frank G. Slaughter has added another title to his list of biblical stories. In *God's Warrior*, his principal character is St. Paul. Lance Horner and Kyle Onstott who wrote the Falconhurst series about slavery in the American south, move to Haiti for their latest opus—*The Black Sun*, an account of Henry Christophe's revolution on that Caribbean island.

Hornblower, of course, is no longer with us, since the death of his creator, but two authors have taken up this very successful formula: Dudley Pope, with *Ramage and the Drumbeat*, has completed the second of his series, while a new series is being started by Alexander Kent in *To Glory We Steer*. Both these authors will soon have a large following.

Those who enjoy historical novels of earlier times, may have appreciated John James *Votan*, set in Europe in the second century. This author's latest is *Not for all the Gold in Ireland*, which is set in Roman-

occupied Britain. R. F. Tapsell, author of the *Year of the Horstails*, has now written a book on the crusades, *The Unholy Pilgrims*, which is due out soon. Another author to keep in mind is Cecelia Holland, whose *Firedrake* and *Rakossy* have been well received. *Rakossy*, her latest, is set in Hungary, in 1525, when Turkey was endangering all Christendom.

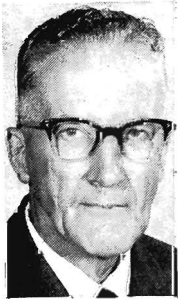
Many historical novels are, in fact, history put in more palatable form. Such a book is *Lion Let Loose*, by Nigel Tranter. This is the remarkable story of King James I of Scotland (not to be confused with James VI of Scotland and I of England). A contemporary of Henry V, he was a captive of the English for more than half his life, yet was renowned as a scholar, poet, singer, swordsman, wrestler, soldier and statesman.

*Gone with the Wind*, by Margaret Mitchell, probably the best known novel of the American Civil War, is now available again in the library. Another, *Jubilee*, by Margaret Walker is also well worthy of attention. This is based on the diary of the author's grandmother, and has been publicized as *Gone with the Wind* from the Negro viewpoint.

Finally, an Australian historical novel that has received a great deal of acclaim, is *Bring Larks and Heroes* by Thomas Kinnearly, a story of convict settlement.

## Billy Hughes' horse

WHEN Mr. K. W. (Keith) Williams retired last month as O-in-C of the C.M.E.'s personal staff and records office, he broke a family association with the Department covering 90 years. His father Mr. S. S. ("Steamship") Williams began with the railways in 1878, was an S. M. for many years, and at his retirement, in 1921, was Acting District Superintendent at Ballarat. Two of Mr. Keith Williams' brothers—Bert and Roy—were well known members of the Superintendent of Train Services division.



Mr. Williams

Keith was born in the stationmaster's residence at Traralgon, and is therefore one of the few railwaymen who can point out his actual birthplace on an official V.R. aerial survey photograph. Being the son of an S.M. who followed promotion throughout the State, Keith attended no less than 11 different schools. He recalls that, when his father was S.M. at Spencer Street in 1916-17, the family lived in Kew, near the home of Billy Hughes, the famous First World War Prime Minister. Billy rode a horse, and was continually in trouble with the local council for allowing the horse to wander unattended around the district. He offered the youthful Keith a few shillings a week to catch the horse each morning. But as the animal was likely to be anywhere from Studley Park to Deepdene, Keith prudently declined the offer.

During his railway career of 47 years, Mr. Williams worked in four branches and occupied over 70 different positions.

## Guided new staff

MR. F. R. Coleman gave his last talk to new staff, and joined the ranks of the retired last month. For seven years he had been attached to the Employment Office, engaged in guiding and helping new staff for the Traffic Branch. He also interviewed staff who had given notice of their resignation, and, in numbers of cases, found that arrangements could be made so that their services would be retained. Mr. Coleman's previous experience in the Traffic Branch had fitted him for this work. He had progressed from lad porter to stationmaster, and had been in charge at Bungaree, Moulamein, Murchison East, Koo-wee-rup, and Redcliffs.

## Dinner to Workshops Manager

A representative group of railwaymen, including a number from Melbourne, and some who were retired, attended a farewell dinner at the Provincial Hotel, Ballarat, tendered to Mr. T. A. Dawes who recently retired after just over 50 years service. During his long career, Mr. Dawes had worked at nearly every depot and Workshop on the system, and had been manager of the Ballarat North Workshops since 1956.



## RETIREMENTS

### ROLLING STOCK BRANCH

Fitzpatrick, B. F., Newport, 13/3  
Lightfoot, W. F., Bendigo North 20/3  
Ness, C. A., Newport, 6/6  
Swires, D. A., Newport, 9/6  
Bigarelli, A., Ballarat North, 10/6  
Branch, C. W., Nth. Melbourne, 15/6  
Spencer, J., Nth. Melbourne, 18/6  
Chadwick, A. E., Nth. Melbourne, 18/6  
Ward, H. P., Seymour, 29/6

### TRAFFIC BRANCH

Shiell, K., Blackburn, 11/6  
Forrester, J. J. G., Seymour, 9/6  
Stubbs, A. E., Dynon, 13/6  
Smith, H. T., Melbourne Goods, 14/6  
Hammond, H. J., Wangaratta, 16/6  
Hammond, J. F., Dynon, 15/6  
Scales, J., Ballan, 19/6  
Waiting, F. J., Oakleigh, 13/3  
O'Grady, J., Flinders Street, 8/4

### WAY AND WORKS BRANCH

Bell, D. J., Korumburra, 12/3  
Munary, P. T., Benalla, 23/6  
Price, A. J., Footscray, 9/6

### ACCOUNTANCY BRANCH

Biddington, F., Flinders Street, 27/2  
Briggs, I. S., Flinders Street, 3/4

### STORES BRANCH

Walton, D. L. (Miss), Head Office, 1/3  
Hamilton, R. M., Head Office, 29/3

### COMMERCIAL BRANCH

Allan, M., Lost Property Store, 19/2

## NEWS LETTER REGRETS

### TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Jones, F., Newport, 3/1  
Francavilla, A., Newport, 27/3  
O'Bree, C. J., Newport, 24/3  
Glazebrook, L. W., Benalla, 24/3

#### TRAFFIC BRANCH

Hannigan, G. W., Melb. Goods, 28/3  
Matheson, A. J., Newport Yard, 14/4

#### WAY AND WORKS BRANCH

Andrews, R. J., Diggers Branch, 1/4

#### ACCOUNTANCY BRANCH

Mullen, B. P., Geelong, 8/4

#### STORES BRANCH

Carey, W. T., Reclamation Depot 5/3

## Intersystem Tennis Carnival

SYDNEY was the venue of the 1968 Intersystem Tennis Carnival, where six systems—Queensland, New South Wales, Victoria, South Australia, Western Australia and Commonwealth—competed for the Commissioners' Shield, Blanch Cup and the Hargreaves Bowl.

As usual, it very quickly became apparent that the N.S.W. team were as strong as ever, and appeared to have a mortgage on the Shield and Cup. This assumption proved correct. They completed the team matches without a loss, and so retained their title of Champion State. Commonwealth were the big improvers, and with an ounce of luck could have finished in second place, as in their match against Queensland they led five rubbers to two; however, the more experienced banana-benders steadied and eventually ran out winners by two sets, after finishing six rubbers all.

Our boys performed quite creditably, considering the number of last-minute withdrawals, which somewhat upset our team strength. They finished on level terms with Commonwealth in equal third place.

From all reports, it was a very successful carnival, and everybody appeared to thoroughly enjoy their stay in the harbour city. I'm told that the White City courts, where all games were played, were in wonderful condition, the carnival organization outstanding, the official function and trip magnificent, and the hospitality overwhelming.

Our sincere congratulations to N.S.W. on again winning the Commissioners' Shield and the Blanch Cup, to Queensland on retaining the Hargreaves Bowl, and to the N.S.W. pair, R. Knight and A. Woodward, who retained the McAndrew Cup and their title of Intersystem Doubles Champions.

## Country Tennis Week

SIX teams, representing five centres—Ballarat (two teams), Geelong, Ouyen, Stawell, and Sunshine—competed in the Country Tennis Week fixture. The entry was a considerable improvement on that of last year, and the standard of tennis much better. Ouyen, which had entered a very even team, finished the teams matches without loss, and so the Donald MacIntosh Cup and the F. M. Mitchell trophy found their way to Ouyen for the first time. It was a particularly good effort as they had to withstand strong challenges from the Ballarat No. 1 team, Geelong, and Stawell. This win was perhaps some consolation for team captain John Matheson who has been a great stalwart of our country weeks, and who was runner-up in this year's open singles and doubles championships. John was ably supported by Morrie Nunn, Darryl Bursill and Vern Morrish.

In the first of the individual events, the Railways Singles Championship, Russell Booley (Geelong) beat Jim Forrest (Ballarat) 1-6, 6-0, 6-3, in a great final. Jim also figured in the final of the open singles championship, this time with happier results as he beat unlucky John Matheson (Ouyen) 1-6, 6-3, 6-3 to take out this title. I said John Matheson was unlucky because, as previously mentioned, he again finished as runner-up in the doubles event when, partnered by Morrie Nunn, he was beaten by Wayne Schultz and Russell Booley, the Geelong pair, 4-6, 6-3, 3-6.

All players were extended a most hearty welcome by the V.R.I. General President, Mr. M. L. G. McKenzie at lunch on the opening day, Monday,

and the week was officially declared open by Mr. Commissioner L. A. Reynolds. Trophies were presented at the conclusion of play on the Friday, by Mr. E. P. Rogan, Deputy Chairman.

I sincerely hope that our selectors take note of some of the more successful of the competitors during this week, as, in my opinion, at least five of the players would easily walk into our interstate team. I am referring to lads such as 17 year-old Russell Booley, and Wayne Schultz (both from Geelong), Jim Forrest (20) of Ballarat and Ouyen players John Matheson and Morrie Nunn. An infusion of young, keen blood of this quality into the side would give us a chance of challenging N.S.W. in Perth in 1970. Before concluding, I would like on behalf of the competitors, to thank Bill Roper, the curator of the V.R.I. courts at Royal Park, for the excellent condition of the courts, despite the severe water restrictions.

### Interstate Billiards

IT was our turn to visit Adelaide for the annual billiards and snooker matches against the South Australian Railways Institute. Our team consisted of Jim McKain, Colin Carmody, Joe Dyson, Des Williams, and Noel Currie, with Kevin Dunne as manager and H. (Bluey) Liddall as Institute representative.

The teams matches were pretty even. In the billiards event we ran out winners, four games to two, but in the snooker event, S.A. had their revenge when they won by 69 points after the games were equal at six all. Both the billiards and snooker individual championships

were won by Jim McKain of Victoria who beat Kevin Dunne (Victoria) and Les Pinder (S.A.) in the respective finals.

Thus the G. Linacre Cup, the H. C. Rosevear Cup and the Dunkling Bowl return to Victoria for another year. The S.A. hospitality—in the capable hands of Ron Grant (General Secretary, S.A.R.I.), Bill Dunbar (Asst. Secretary S.A.R.I.) and Joe Lyons (Manager, S.A.R.I. Billiards Team)—was, as usual, quite overwhelming, and the Vic. boys voted it one of the best trips ever.

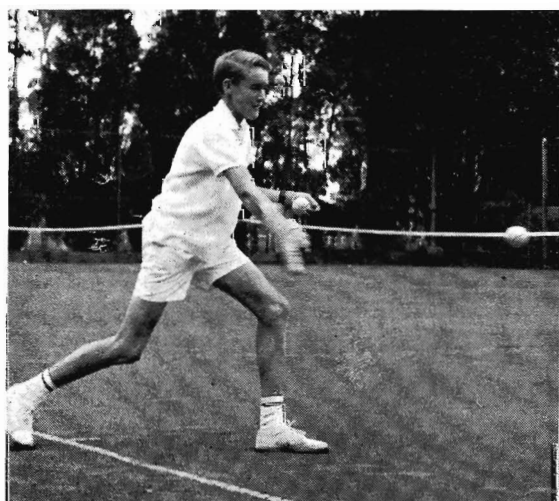
### A.P.I. v V.R.I. match

IT is expected that the annual football match between the Australian Postal Institute and the V.R.I. will be played on the South Melbourne football ground on Wednesday, June 26. Applications for selection should reach me by June 7.

### Melbourne Legacy

WE thank you and all members of the Victorian Railways staff, for the tremendous assistance given us during the recent Christmas period. The movement of approximately 670 children to the country, and 220 country children to Melbourne, would have had little chance of success if it was not for the support we receive in so many ways from your organization.

By assisting with lost and late children, harassed mothers, luggage problems, etc., the Man-in-the Grey, the conductors, guards, porters—all contributed that additional effort that means so much in a complex operation at your busiest time of the year. . . . *G. H. Cowan, President, Melbourne Legacy, writing to the Stationmaster, Spencer Street.*



Country Week tennis champions: (left) Jim Forrest who won the Open Singles Championship and (right) Russell Booley, winner of the Railways Singles Championship.

VICTORIAN RAILWAYS

# NEWS LETTER

JUNE

VR

1968



## V.R. CHAIRMAN COMMENTS

### HELP, WHEN NEEDED

I would like to congratulate railwaymen and women on the splendid job they did in limiting the damage caused by drought.

Last spring, as soon as the severity of the drought became evident, massive lifts of livestock were made from the drought-stricken areas to New South Wales and Gippsland. In one week alone, during November, the biggest rail movement of livestock for many years took place, when over 100,000 sheep and 12,000 head of cattle were carried in 24 special trains. To meet the heavy demand for rail transport, 200 vans and wagons were borrowed from South Australia.

During the drought period, over 30,000 tons of fodder for starving stock were carried each month to drought-stricken areas.

Prompt help was given districts with unemployment problems.

As soon as Government funds became available, speedy work by railway supervising and planning staff enabled many residents of drought stricken areas to be quickly put to work on track relaying and maintenance, bridge repairs, reconstruction of pole lines, etc. For example—at Warracknabeal, after Government approval for the employment of 75 men had been given on Wednesday, February 7, the Department had 30 men start work the following Monday and

the remainder a week later.

The employment of local residents on such works as the Maroona-Portland and Warracknabeal relaying projects not only gave needed help to the districts concerned, but also enabled urgently needed railway jobs to be done, bringing permanent, long range benefits to the railways, and therefore the community in general.

For fire fighting, 26 water tanks were located at Hamilton, for use by the Country Fire Authority, and tanks were placed at other locations where needed. As well as these, 158 water wagons that are normally used to replenish water at Departmental residences, were ready for emergencies. The 50,000-gallon water train was also available, and was used on a number of occasions.

With the arrival of the autumn rains, came the demands for transport to bring back livestock from agistment areas, and to carry stock to butchers. At the time of writing, special trains are carrying out these tasks.

The part played by the railwaymen in this past summer of drought, is an achievement of which they can all be proud. And the railway system has reasserted its value to the man on the land. It is to be hoped that, in more prosperous times, he will remember it.

road hauliers and buses through the Transport Regulation Board, the Railway Construction Board and the Co-ordinator of Transport.

"However, he has always worked hard in the interests of the Department, anxious to help improve our freight and passenger services, and particularly zealous in establishing a city underground loop.

"To keep us constantly in touch, direct telephone lines have been installed" said Mr. Brown.

#### Overseas visits

MR. L. A. Reynolds, Commissioner, has left for England, where he will determine final design details for hump shunting in the new Melbourne Yard. Mr. Reynolds is accompanied by Mr. J. C.

Crute, Manager, Melbourne Freight Terminal. On the return journey they will visit U.S.A. to inspect some of the latest developments in marshalling yards.

In U.S.A. at present, are Messrs. S. F. Keane (Chief Mechanical Engineer) and A. Bate (Engineer of Tests) on an investigation of technical matters affecting diesel-electric locomotives.

#### Mechanized maintenance

TRACK maintenance will be carried out with greater efficiency and at reduced cost by modern methods being introduced by the Department.

In the past, track maintenance was done by many small gangs, each responsible for maintenance work, including re-sleepering and repairing, over a short length of track under their control.

Under a new system being introduced, major track maintenance—re-sleepering and track re-surfacing—will be carried out by mobile gangs, of up to 25 men, attached to each of the six country districts. These gangs will be equipped with modern track maintenance machines designed to put maintenance work on a production line basis, to minimize the physical effort of staff, and increase the efficiency of the operations.

The re-sleepering and re-surfacing gangs will work progressively through the district to cover each main-line track and major branch line once in every three years.

Gangs will live at camps in which sleeping and messing facilities will be provided in converted railway carriages specially fitted to include amenities for modern standards of living. Transport from camp to workpoint will be by motor bus.

The existing disposition of track gangs will be re-organized to provide a smaller number of caretaker gangs for track patrolling and minor repair works. A number of mobile utility gangs, of about seven men, each equipped with motor transport and light mechanical plant, will be formed to assist the caretaker gangs in carrying out urgent repairs.

In re-arranging the track gang lengths, houses for the caretaker gangs will be located, where practicable, in towns that provide reasonable living conditions, thus minimizing the staff required to live in isolated localities.

Conversion to the new maintenance system has started in the Geelong, Bendigo and Eastern Districts, and will be progressively introduced into the Seymour, Ballarat and Ararat Districts.

#### Transport Minister moves

EVER since the Head Office was built in 1893, the ministerial head of the railways has had an office in the building, although in 1935 the Minister of Railways became the Minister of Transport. That link was broken on April 26, when the Minister of Transport (Hon. Vernon F. Wilcox, M.P.) moved to a new office at 100 Exhibition Street, where he and his staff are now located.

The Chairman of Commissioners (Mr. G. F. Brown) explained that the move did not mean that the close link that had existed between the Commissioners and the Minister would be severed.

"The Minister is responsible not only for railways but for tramways,

A modified system of mechanized maintenance will also be introduced for light traffic branch lines.

### Workmen carriages

FOR the new mobile track maintenance system, more workmen carriages are needed.

To meet this need, 30 old swing-door suburban carriages will be converted for use as workmen carriages—complete with sleeping and kitchen facilities—while modernizing of the nearly 400 workmen carriages now in use is continued.

Four swing-door carriages are now being converted at Newport Workshops. Because of the urgent need to house maintenance gangs in the Eastern and Bendigo districts, these carriages will be fitted with sleeping accommodation only, and returned to the workshops later to have the kitchen facilities added.

The full compartment width of the swing-door carriages is ideal for bunks, and very little alteration is required to internal partitions.

The kitchen facilities of the altered carriages will be similar to those now being modernized. All workmen carriages will be fitted with stainless steel sinks, cooking stoves, cupboards, and a refrigerator.

Refrigerators operated by L.P. gas will replace the old-style cool safes in the carriages being modernized.

### Car costs

NATIONAL Roads and Motorist's Association engineers estimated last month that a Holden driven 10,000 miles a year cost its owner \$20 a week.

They emphasized that any reasonably accurate estimate was impossible because of differences in cars and the way cars were used.

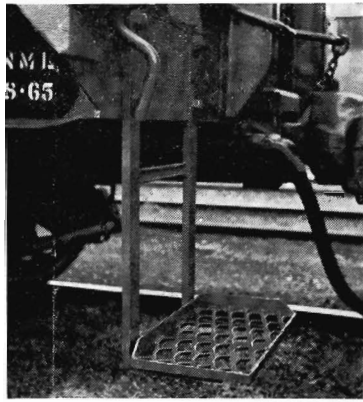
They supplied this estimate for cars driven 10,000 miles a year over three years.

Holden, 10.7 cents a mile ; Morris 850, 6.2 cents ; Volkswagen, 7.1 cents ; Ford Fairlane, 13.1 cents. (*The Sun*, 6.5.68)

### FRONT COVER

RIVER VIEW : With its view along the River Murray, Koondrook's rail siding is one of the most picturesque on the system. Station Assistant I. Burmeister unloads a circular saw blade that typifies one of the district's major industries—sleeper cutting. A picture on page 91 shows another view from the same wagon, and reveals how the siding follows the river bank.

### 44,000 steps



The new type of shunters' step.

THE wooden footsteps that are at the ends of most rail wagons will be replaced with new ones made of steel mesh.

The steel mesh will be safer than the wood, particularly during bad weather conditions. In addition, less maintenance will be needed on the steel.

More than 44,000 steps are involved in this changeover that is being done at city and country workshops when the wagons are there for other purposes.

### Level crossing accidents

LEVEL crossing accidents during a week-end last month indicated that protective devices are not the answer for motorists who ignore their responsibilities when approaching crossings.

On Friday, May 10, a motor cyclist struck and injured a gate-keeper who was closing gates at Ascot Vale Road, Ascot Vale. On the same day, a motorist struck closed gates at Gillies Road, Ballarat, and damaged the gates.

On Saturday, May 11, a motorist struck closed gates at Clayton Road, Clayton, and the impact was such that fragments from the gate damaged another car waiting on the opposite side of the crossing. The driver of the car that struck the gates was taken into custody by the police. Four trains were delayed up to 34 minutes.

On the same day, a motorist ran into the side of a crossing at Beales Road, Toora, and damaged the crossing fence and cattle pit. One occupant of the car was taken to hospital. The crossing had warning signs.

Also on the Saturday, a motorist struck gates at South Road, Brighton Beach, and badly damaged one gate.

Such incidents occur all too frequently. Not only are irresponsible motorists ignoring crossings with closed gates, but they also ignore highly sophisticated warning devices incorporated in flashing-light signs and boom barriers.

On May 16, a motorist was killed at Mitcham Road crossing which is equipped with such flashing lights.

There are approximately 400 level crossing accidents every year, but of these only about 20 per cent. involve collisions between trains and road vehicles. The majority of the accidents—about 80 per cent.—are caused by road vehicles crashing into gates or boom barriers, and damaging fences at level crossings, many of which are equipped with flashing lights.

### New line from Tyabb

THE Railway Construction Board has called tenders for building a railway line from Tyabb to Long Island.

The line will be 1 mile 35 chains and 86 links long, on undulating land that was previously apple orchards, between Tyabb and Hastings on the Stony Point line at the north side of Bayview Road.

The single track line will serve the proposed industrial complex at Western Port.

The successful tenderer will be required to have the rail line completed by the end of this year in readiness for the start of industry. Freight will be carried for at least three industries that intend to set up in the area.

Permanent way materials will be supplied by the Railways, but all work will be done by the contractor.

It has been many years since the building of a railway was let by contract.

### Panel of speakers

MR. K. J. McGarry, of the Refreshment Services Branch, is an addition to the list of speakers established to give talks on the Department to businessmen's clubs and similar groups who may be interested, and can provide worthwhile audiences. Names of other speakers were published on page 50 of *April News Letter*.

### Laverton

TENDERS have been called for new station buildings at Laverton.

The new buildings—designed by Departmental architects—will incorporate a booking office, parcels and general office, two waiting rooms, separate sewerer toilets for men and women, and a bookstall.

Charcoal coloured concrete block construction is envisaged, with a flat pitched roof and continuous steel

decking. The joinery will be made at Spotswood Workshops, and supplied to the contractor.

The old station building will be demolished when the new one is built.

Laverton station, originally built in 1857 by the Geelong and Melbourne Railway Company, was changed to an island platform in March this year when the double line from Newport South was completed. An overhead footbridge was also provided.

The continuation of the double line from Laverton to Werribee is nearing completion, and will be brought into use later this year.

### Portland changes

FROM May 6, Portland North station assumed the name and terminal functions of Portland station, which was closed. Portland North station had been rebuilt for its new role.

Only about a mile from the old Portland station (which was 11 feet above sea level and the lowest country station in Victoria), the new Portland station has become part of a major Western District shipping port well served by rail.

Associated with the new terminal is a complex of private sidings covering a variety of industries. These include meat works, petroleum depots, wool stores, oat and barley export depots, a superphosphate processing plant, and the Portland wharf. There are also public sidings for general goods.

The new station now has modern goods sheds, parcels office, and administrative offices, including the stationmaster's office. Passenger services were slightly altered with the introduction of the new terminal. (See *News Letter*, October 1967, pp. 156-8)

### Milk from Mildura

FOR the first four months of this year, the Department carried 97,350 quarts of pasteurized milk—in 1,947 cans—from Ballarat to Mildura.

The milk leaves Ballarat on Mondays to Fridays at 9.15 p.m. on *Fruit Flier* in special iced wagons and reaches Mildura, a distance of 277½ miles, at 6.15 the following morning.

On Sundays, the milk is carried by the Mildura passenger train, in an iced wagon attached to the rear of the train. It leaves Ballarat at 11.39 p.m. and reaches Mildura at 8.20 a.m. on Mondays.

Milk traffic reaches its peak in March when 711 cans, or 35,550 quarts, were railed.

For 15 years, Ballarat milk has been railed to Mildura for up to eight months of the year, and the quantity has increased each year.

Except during spring, the Mildura district is unable to produce enough milk for local demands as it is not a dairying area.

### Boom barrier costs

A new formula for financing the replacement of railway level crossing gates with boom barriers, when requested by Councils, has been adopted.

The State Government will provide one-third of the cost from Loan Funds, and another third will be contributed by the Council of the municipality in which the crossing is located.

The Level Crossing Fund will provide 23½ per cent., while 10 per cent will come from the Railway Department, that will also be the constructing authority.

It is expected that 10 to 12 sets of gates will be replaced annually during the next three years.

### Fine of \$20

USING indecent language in a train brought a fine of \$20 to a young man at Ringwood Court, last month.

### Valuable Freight

SIDNEY Nolan's painting of *Burke: Burke and Wills Expedition* that was sold last month for \$35,000, establishing a record price for a painting sold in Australia, was among a collection of pictures carried by the V.R. in 1964, for exhibition at various country centres. This sale probably makes it the most valuable piece of freight ever carried by the Department—on a dollar per pound basis, of course. The painting was reproduced on page 151 of October 1964 *News Letter*.

### A fishy business

VICTORIAN eels are highly appreciated, to judge from some recent figures. Every week, about 1,500 smoked eels are railed from Ballarat to New South Wales and South Australian wholesalers. The eels arrive in Sydney, 670 miles away, or Adelaide, 409 miles, early the next morning after dispatch.

Consigned by Eels Pty. Ltd., Skipton, the eels are collected mainly from local streams and kept in a large tank, filled with clear water, for about 10 days, to remove any mud from them. Sometimes, however, the live eels come from as far away as Warrnambool.

After processing and smoking, the eels are sorted into three sizes—about 16 large eels to a 25-lb. carton, 25 medium or 40 small—and packed in polythene-lined hardboard containers. They are then taken to Ballarat station.

On occasions, live eels are railed from Ballarat in specially-packed polythene bags with water and oxygen added. These consignments also arrive in excellent condition.

### Slogan remembered

IN the late 50's, the Department ran a series of advertisements with the theme "Be a brain, go by train". It caught the public's imagination, and newspapers used it in headings and cartoons. Ten years later, it is still remembered, having been used as a heading in Albury's *Border Morning Mail* over a story about 1,642 persons being fined during the three months to March 31 for breaches of the N.S.W. Government Railways Act and By-laws.

## LOST PROPERTY RECOVERED

I am writing to let you know of the helpful service I received from two of your employees.

On April 2, I went to Melbourne, bringing with me a large sum of money. When I arrived home that night, I realized my purse was missing—lost somewhere between Melbourne and Warragul. Upon inquiring at the Warragul station, I was given every possible help by the man on duty, who, after searching the train, rang Flinders Street where my purse had been handed in by Leading Station Assistant L. Mitchell.

The honesty and courteous assistance of these two people was very much appreciated. (Mrs.) J. Barclay, Latrobe Street, Warragul, writing to the Secretary.

I desire to express my appreciation to the member of your staff to whom I reported having left a parcel in the 5.2 p.m. Flinders Street to Frankston train, when alighting at Aspendale on March 27. I spoke to this person per 'phone at 6 p.m. before the train arrived at Frankston, and then checked again about 6.15 p.m. The helpful courtesy and promptness with which the parcel was despatched back to Aspendale speaks volumes for the efficiency of V.R. staff, coupled of course, with honest and excellent public relations.

—L. R. Tolliday, Niringa Avenue, Aspendale, writing to the Stationmaster, Frankston.



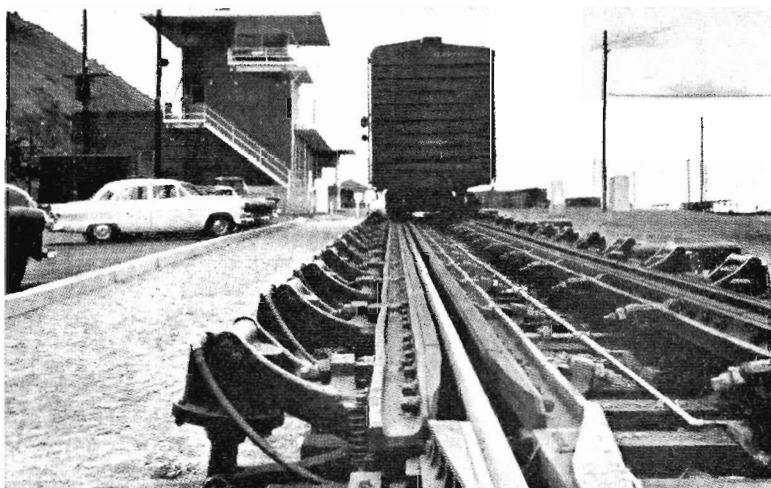
# MELBOURNE YARD PROGRESS

**A**NOTHER major contract has been let for the \$10 million modernization of the Melbourne Yard. Worth almost \$700,000, the contract is for the supply and installation of an automatic wagon-retarding and point-setting system—part of the sophisticated equipment for Australia's first automated hump shunting.

The successful tenderer is the Australian company, McKenzie and Holland Pty. Ltd.

The equipment, some specialized parts of which are to be manufactured by an English associate company, is expected to be operating by mid-1970, when automatic hump shunting will start. World-wide interest was shown in the supply of the retarding and point-setting equipment, that will be located down the hump.

At the crest of the hump, the wagons will be separated to roll individually down the hump, under gravity. Their speed will be measured at several localities. Speeds and other information will be fed into a computer which will control the time and the pressure at which the retarders will operate on the wheels of the wagons to bring the speed finally down to the required figure.



A loaded freight van rolls down the incline headed for the master retarder (in foreground), group retarder, and classification yard. At this stage, its velocity, upon impact in coupling, has already been determined by an automatic classification system.

This photograph was taken at the Louisville and Nashville Railroad (U.S.A.) automated hump yard at Hills Park Yard, Atlanta. The set-up is very similar to that planned for the Department's automated hump yard in the re-arranged Melbourne Goods Yard scheme.

The points leading from the hump crest to the 32 sorting sidings will be automatically set by a punched tape, just ahead of each wagon, to take them into the proper siding.

This control equipment will be located in the West Tower, now being built near the corner of Dudley Street and Footscray Road.

## NEW RAIL-CARS

**T**ENDERS were called last month for the supply of two one-class, air-conditioned rail-cars for use on the Ararat-Hamilton-Portland line.

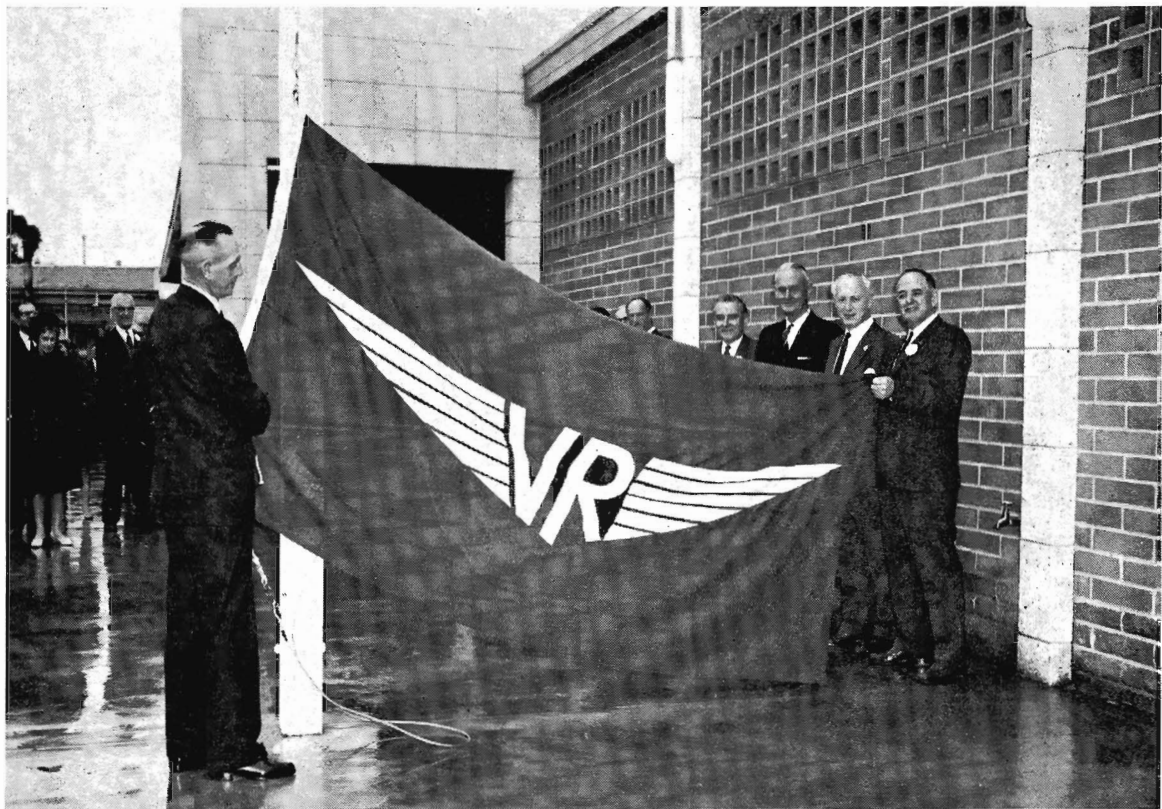
The rail-cars will be modern in every respect, capable of 70 miles an hour, with provision for multiple working, and seating for at least 60 passengers in each car. Windows will be large, and sound-proofed with anti-glare, tinted glass, and seats will be reversible. Individual toilets for men and women are also proposed. The rail-cars will have two underfloor power units, and interior fluorescent lighting.

The interiors generally should be similar to the BZ air-conditioned carriages that are used on some country lines.



The interior of new rail-cars to be built for the Ararat-Hamilton-Portland line should be generally similar to this BZ air-conditioned carriage that now runs on some country main lines.

# BENDIGO STATION COMPLETED



Mr. A. S. Dix, Bendigo District Superintendent, (left) raises the Department's first house flag. Holding a corner of the flag is Mr. G. F. Brown, Chairman of Commissioners, who had just presented it to Mr. Dix.



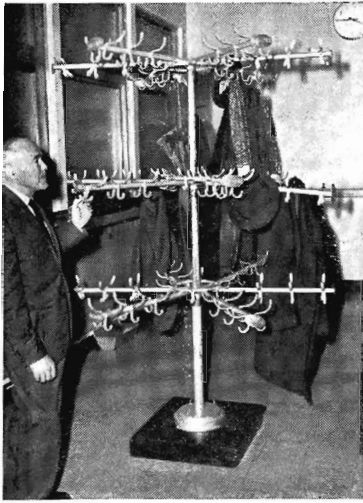
Mr. J. F. Smythe, Bendigo Workshops Manager, (left) accompanies Mr. Vernon F. Wilcox, Minister of Transport, on an inspection of the displays.

ON May 10, a ceremony was held at Bendigo to mark the completion of the station which was rebuilt owing to the destruction by fire of the old station buildings on December 23, 1965.

The occasion was taken to publicly fly, for the first time, the Department's house flag (see story on page 87). The official party at the ceremony consisted of the Hon. Vernon F. Wilcox, Minister of Transport, Mr. G. F. Brown, Chairman of Commissioners, Mr. E. P. Rogan, Deputy Chairman, civic officials, and senior railway officers.

At the station was a display of rolling stock, and some items of equipment manufactured by the Bendigo North Workshops.

"Everybody knows of the things that are not done well by the railways, but they don't know much about those things that **are** done well", said Mr. Wilcox in the course of a short address.



Link with the past: When Mr. Dudley Cook, Senior Architect, whose division designed the new Bendigo station building, hung his hat on this stand at the Bendigo ceremony, he recalled that it was the stand that he had designed when a young architect, over 30 years ago. It was a job specially designed for a children's nursery then operated by the Department in the Flinders Street buildings. Pegs on the stand were numbered to prevent any mix-up of the children's coats etc.

Recently he had travelled to Sydney in the morning by air, and arrived 55 minutes late. He had left that night by *Southern Aurora* on the return trip, and reached Spencer Street one minute ahead of schedule.

"If the aircraft is late, people, somehow, just accept that, but if *Southern Aurora* or many other trains are late, they write to the unfortunate Minister".

The Bendigo Workshops—through which he had just made a most interesting tour—was a proof of the railways' efforts in decentralization. Altogether, about 1,300 people in the city of Bendigo were employed by the railways, and the money paid out in wages, as well as the goods bought from local firms, helped to keep cash registers ringing in Bendigo shops, the Minister said.

Mr Wilcox pointed out that among the many items of railway equipment being built at the Bendigo North Workshops were bogies for Melbourne's new *Harris Trains*.

He said it was about time that Melbourne's underground was built, and asked country people not to get alarmed if they thought undue emphasis was being placed on that project.

"The underground will be a shot in the arm, not only for the railways, but for the entire system of transport", added Mr. Wilcox.



The display of rolling stock.

### Tribute to staff

Mr. Brown praised the "very good work done by the local railway staff when the old station burnt down".

"First, there were the men who, when the fire began, took prompt action and saved our vital train control equipment... they went into the building and covered over the equipment; this enabled us to keep the trains running. Then, the Way and Works men also did an excellent job in cleaning up the mess. And the stationmaster and his staff, together with those in the Refreshment Room, rose to the occasion, improvised,

and got things moving—right in the peak of the Christmas traffic".

The new station was very well designed by railway architects, and the steel work was fabricated and delivered on time by the workshops, Mr. Brown added.

He thought it was not always realized what a power the Bendigo North Workshops were in the local community. They had a staff of 720 men, and among them were 67 apprentices who would become first-class tradesmen of whom Bendigo could well be proud.

## INTEREST IN THE UNDERGROUND

CONSIDERABLE interest has been shown in the animated diagrams, and model of an underground station that have been on display in the city. With railway tracks shown in different colours, the animated diagram clearly reveals how the underground railway would benefit Melbourne. As *News Letter* went to press the display had been shown in the Bank of New South Wales at the corner of Swanston and Collins Streets, and was soon to go to the Royal Melbourne Institute of Technology.

In the latest move to finance the underground, consideration is being given to obtaining funds from

- rail users (by a one cent tax on all suburban fares);
- the metropolitan area as a whole;
- Melbourne City Council;
- the State Government;
- the Federal Government.

## HOUSE FLAG

THE Department now has a house flag, as a result of a suggestion made to the Commissioners by the Minister of Transport, the Hon. Vernon F. Wilcox, M.P.

Selected from a number of designs prepared by the Public Relations and Betterment Board, the new flag was publicly flown for the first time on May 10 at Bendigo railway station during the special ceremony marking the completion of rebuilding.

The design is in gold on a blue background.

It is planned to fly a house flag on all working days—except when the national flag is flown—from the Administrative Building in Spencer Street, Melbourne, Spencer Street and Flinders Street station buildings, Melbourne Goods Depot, South Dynon Goods Depot, Spotswood General Store, Ballarat North Workshops, and Ballarat, Bendigo, Hamilton and Portland stations.

# VIEWS OF NEWS



**GRADE SEPARATION :** Girders are being placed in position over Canterbury Road, to carry the new up track. This \$1,600,000 project at Canterbury involves the building of more than half-a-mile of temporary track, a temporary station, an overpass carrying the new track above Canterbury Road, and the construction of a new station about 20 ft. above the site of the old one.





TV: At Flinders Street, Channel 2 staff are making a documentary film for inclusion in a school programme.



CHAIN BY TRAIN: A chain, 2,500 ft. long—nearly half-a-mile—is being unloaded from the *Kirribilli* at Appleton Dock, on to two SFX wagons. The chain is 2½ in. in diameter and weighs 72 tons. It came from Sweden and was railed to Portland for the Ocean Drilling Exploration Co. Pty. Ltd.



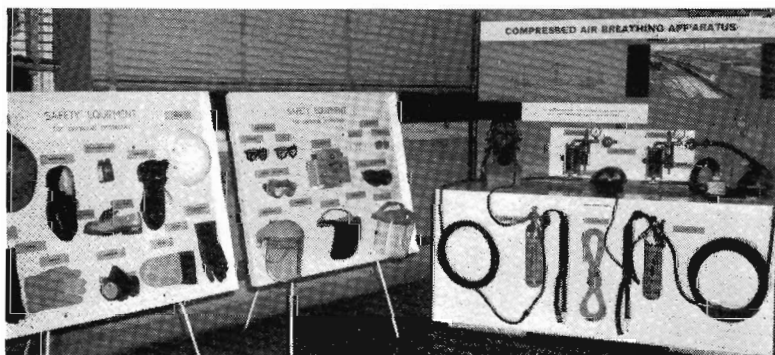
scheme  
rail tracks

KEEP  
LEFT

# APPRENTICESHIP WEEK



At the V.R. Technical College display, Apprentice Electrical Fitter John Coward (*above*) is adjusting a high frequency mobile radio, and (*right*) Apprentice Upholsterer Peter Wilson is working on a motorman's seat for an electric train.



Safety display (*above*) and electroplating display (*below*) at the V.R. Technical College.



ONE of the best free shows in Melbourne must surely be the Apprenticeship Week display in the V.R. Technical College and Manual Training Centres at Newport Workshops. The exacting standards of craftsmanship revealed, and the variety of exhibits—by 24 different trades—would fascinate any visitor, no matter what his or her age.

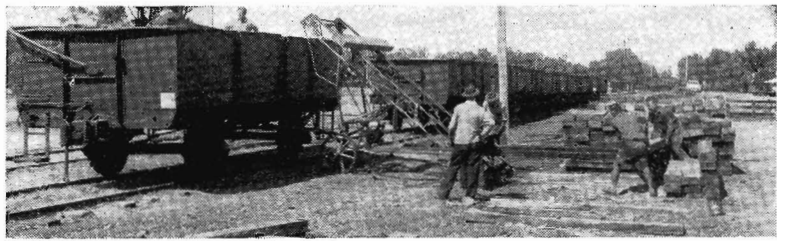
About 4,000 visitors saw the display during the three days, May 28-30, that it was open. Among them were 1,600 students from metropolitan schools, parents and friends of railway apprentices, and representatives of educational and other organizations, trade unions, municipalities, and Government Departments.

Visitors saw apprentices at work on their normal trade training exercises, and also saw a slide presentation of fitting and turning work.

On May 27, annual prizes totalling nearly \$850, were presented by the Chairman of the Staff Board (Mr. C. S. Morris) to 73 railway apprentices who had won student awards in their various trade courses. Among them was the Department's outstanding apprentice, Santo Chiodo, who, on May 29, was a guest at a Rotary Club luncheon, and, two days later, accompanied the Chairman of Commissioners, Mr. G. F. Brown, to the Melbourne Town Hall where Mr. Brown received the employer's certificate from the Duke of Edinburgh, and Santo was presented with a bronze medallion.



Against a River Murray background, Stationmaster R. McCloskey operates a point lever.



The volume of sleeper tonnage from Koondrook is indicated by the long rake of wagons; they are mechanically loaded.

## KOONDROOK ON THE MURRAY

**K**NOWN as the tramway that became a railway, the 14-mile Kerang-Koondrook branch line has an interesting history. Although always a railway in practice, being linked with the Victorian Railways main line, the branch was built by the Kerang Shire Council, and operated by the Council for 55 years from its opening in 1899.

Local Government legislation permitted municipalities to build and operate tramways for public transport. Consequently, when the Kerang (then Swan Hill) Shire wanted a transport link between Kerang and the then thriving River Murray port at Koondrook, the Kerang-Koondrook tramway was born.

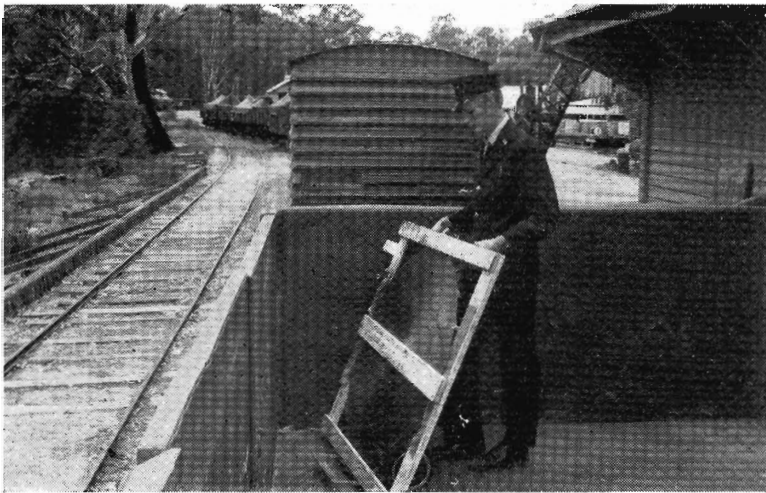
The branch line was taken over by the Victorian Railways in 1952.

Terminal station Koondrook is unique. Not only does the line run down the main street but the passenger platform is set in the middle of the road.

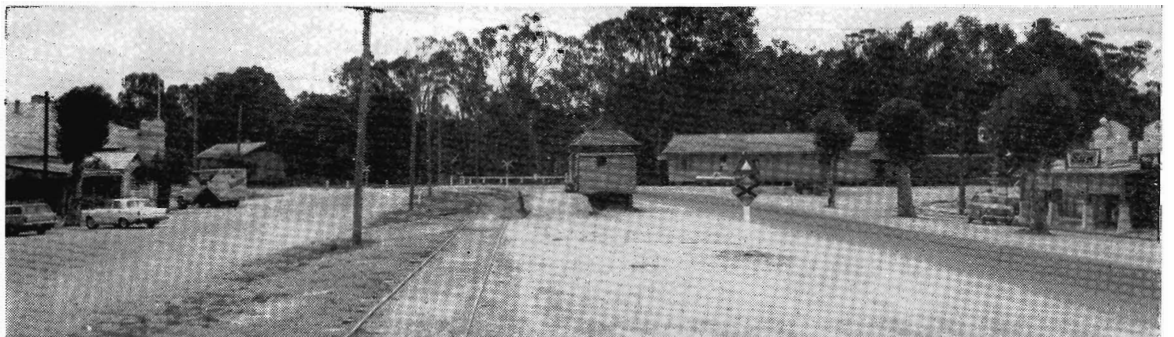
Koondrook's goods sheds and sidings, on the banks of the River Murray, are among the most attractive railway locations in the State. The station, last financial year, railed 916 tons of goods outwards and received 2,704 tons.

The branch line, in addition to carrying general goods, serves a busy sleeper-cutting industry which sends nearly 2,500 sleepers every week by rail.

The local rail-motor service is the main transport for Koondrook area school children attending secondary schools at Kerang. The children make more than 9,000 passenger journeys a year.



Skirting the banks of the River Murray, Koondrook's goods siding caters for a variety of traffic. Unloading one of the wagons is Station Assistant I. Burmeister who is also shown on the front cover picture that indicates how close the siding is to the river.



Koondrook's rail line and passenger platform are in the middle of the main street. In the background can be seen the goods sheds and sidings.

# TREE PLANTING COMPETITIONS

**T**HE total prize money available for the current station, etc., decoration competitions is \$2,408, with prizes ranging from \$10.50 to \$51. Trees, shrubs, and advice are available from the Departmental Nursery.

Below are the results of last year's competition.

## STATIONS AND STATION YARDS

**New Work (with piped water supply).** *Metropolitan District*—First, Lilydale. *Ballarat District*—Second, Burreumbet. *Bendigo District*—First, Deniliquin; second, Bridgewater. *Seymour District*—First, Wodonga; second, Longwood; third, Violet Town.

**New work (without piped water supply).** *Eastern District*—Third, Almurta. *Geelong District*—First, Pirron Yallock. *Seymour District*—First, Koyuga.

**Maintenance of existing trees, gardens, etc. (with piped water supply).** *Metropolitan District*—First, Bonbeach; second, Seaford. *Ararat District*—First, Glenthompson; second, Jung; third, Goroke. *Ballarat District*—First, Redcliffs; second, Wallace; third, Carwarp; commended, Irymple, Bacchus Marsh, St. Arnaud. *Bendigo District*—First, Lake Boga; second, Malmsbury; third, Lockington. *Eastern District*—First, Foster; second, Rosedale; third, Toora. *Geelong District*—First, North Geelong; second, Lara; third, Corio. *Seymour District*—First and second, Tatura and Benalla, (equal, prizes divided); third, Chiltern; commended Euroa.

**Maintenance of existing trees, gardens, etc. (without piped water supply).** *Ballarat District*—First, Dunnstown; second, Cope Cope; third, Redcliffs Goods; commended, Baungor. *Bendigo District*—First, Lyonville. *Geelong District*—First, Bannockburn.

## LOCOMOTIVE DEPOTS, WORKS DEPOTS, ETC. (STATE WIDE)

**New Work (with piped water supply).** First, Laurens Street De-

pot; second, Donald Loco; third, Train Examiners' Cabin, Dynon.

**Maintenance of existing trees, etc. (with piped water supply).**

First, Maryborough Works Depot; second, Bendigo Loco; third, Warra-gul Works Depot.

## BARRACKS, REST HOUSES, ETC. (STATE WIDE)

**Maintenance of existing trees, etc. (with piped water supply).**

First, Camperdown Refreshment Rooms; Second, Mildura Rest House.

## A GLANCE AT S.A.R.

**D**URING 1966/67 the South Australian Railways moved 1 million tons of grain, 1.5 million tons of ores and minerals, 400,000 tons of manures, 200,000 tons of oils, 100,000 tons of sulphuric acid, 1.3 million head of livestock, 120,000 tons of cement, 80,000 tons of motor bodies and parts, and 15.4 million passengers.

The S.A.R., in conjunction with the V.R., operate two freight trains daily in each direction between Adelaide and Melbourne—at passenger train speeds. S.A.R. provide a similar fast overnight service between Adelaide and Mount Gambier.

On Eyre Peninsula, they are currently moving gypsum from Kevin, or Lake Macdonnell, to Thevenard at the rate of nearly half a million tons a year. Approximately 800,000 tons of silver-lead-zinc concentrates are carried to Port Pirie from Broken Hill each year, for smelting.

At their Islington Workshops, the S.A.R. are building 400 railway vehicles for the Sydney-Perth standardization project, at a cost of about \$4 million. In addition the workshops are converting from narrow gauge to standard gauge about 200 vehicles, at a cost of about \$1 million.

However, this standard gauge rolling stock is only supplementary to the normal work at Islington. The S.A.R. construct all their own passenger carriages, (including those owned jointly with the V.R. and used on *The Overland*) rail cars for both suburban and country use, and freight vehicles for both the broad and narrow gauges.

In addition, of the S.A.R. fleet of 120 diesel-electric locomotives, 33 have been built at Islington, while six more are now under construction.

The supply of such necessary materials as ballast and sleepers, with

the ancillary equipment and labour required for the Port-Pirie-Broken Hill standard gauge project, have created extra employment within South Australia. The S.A.R. also provide direct employment for a staff of 9,000, and are therefore a very important industrial segment of the economic structure of South Australia.

## WATER TRAIN APPRECIATED

**...T**HE presence of the water train at Hamilton did much to enhance the growing confidence in our committee, and also gave these regions a feeling of greater confidence in the ability to handle any possible major outbreak—which, fortunately, did not occur . . . Please convey our sincere thanks to the Victorian Railways Commissioners for their co-operation—L. Mason, Co-ordinator, Regional Fire Co-ordinating Committee, Hamilton

## RUBBER IN THE BEER?

**T**HE story is going around that a railwayman in the country, after getting a glass of beer at the local pub, put the glass down after a couple of sips and looked suspiciously at the publican.

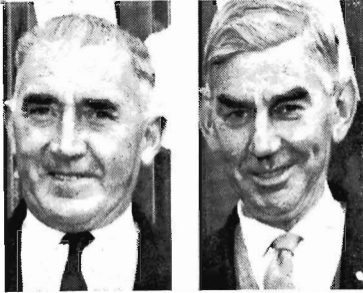
"I can't drink that beer—it tastes of rubber", he said.

"Impossible", cried the publican.

"Not so", said the railman, "You get your beer by road—and that gives it a rubber flavour to me".



## Ballarat changes



Mr. Sullivan

Mr. McGregor

**F**OLLOWING the retirement of Mr. T. A. Dawes, Mr. D. J. Sullivan has been appointed Workshops Manager at Ballarat North. Mr. Sullivan started his railway career at Ballarat North Workshops in 1927 as an apprentice fitter and turner, and worked at Ararat Loco, Newport Workshops, North Melbourne Loco, Bendigo Workshops and Loco, Traralgon, and Mildura before being appointed Workshops Foreman at Ballarat North, six years ago.

The new Workshops Foreman is Mr. E. McGregor who also started at Ballarat North Workshops as an apprentice fitter and turner, in 1926. Mr. McGregor is the son of Mr. D. McGregor who was Workshops Manager at Ballarat North when both Mr. Sullivan and Mr. E. McGregor began their apprenticeships.

## Film evening at V.R.I.

**T**O launch this season's V.R.I. lectures, two film evenings are to be held. Like those held over the past four years, the programmes have been arranged by Mr. K. C. Findlay, of the Public Relations and Betterment Board staff,

## Prize winners



V.R. apprentices who received prizes last month. With the apprentices are, (in front row, centre) Messrs. J. B. Kain (Principal, V.R. Technical College), C. S. Morris (Chairman, Staff Board), and R. W. Curtis (Supervisor of Apprentices).

## Caulfield retirement



A happy little gathering at Caulfield station last month farewelled, Mrs. E Crawford (L.W.R. Attdt.) on the occasion of her retirement. Mrs. Crawford who had worked at Caulfield and Frankston line stations for the past 10 years, is shown receiving a presentation made, on behalf of the staff, by Caulfield's stationmaster Mr. H. Gillard.

in conjunction with the State Film Centre. They will be presented in the V.R.I. Ballroom on Tuesday and Wednesday, July 16, and 17, with two sessions of each programme, at 5.15 p.m. and 8 p.m.

Each evening's programme will consist of different films, and will last about two hours. The films will be non-technical and suited for family viewing.

Sixteen new overseas films are being specially flown out to Australia for the programmes that will include films from Australia, Britain, New Zealand, Japan, France, Canada and the United States of America.

Topics will cover latest signalling techniques in Japan, the rapid transit system built for Expo 67, the cen-

tenary of the New Zealand Railways, the experimental turbo train of Canada, the spectacular celebrations that marked the centenary of the world's first underground in London, expansion of Canadian railways, modern freight train operation in Britain, the 1955 world speed record of 205 m.p.h. in France, the plans being prepared to handle the transport of Melbourne in 1985, and so on.

Tickets for all four screenings will be available soon from the V.R.I., 3rd floor, Flinders Street station buildings. Complete details of programmes will be announced after all films have arrived in Australia.

Later this year, a selection of the films will be screened at Victorian country institutes. Details will be announced locally.



**C**OMMERCIAL Agent Ken Brown's main gardening interest is growing tropical plants. Altogether, he has about 200 in his hothouse — philodendrons, bromelads, monstera, hoyas, native orchids, and so on. Ken finds that the wide variety of tropical plants makes this an interesting hobby. There are, for instance, about 50 varieties of philodendron alone. Most of the plants were obtained from a specialist grower in Newcastle, N.S.W., and the orchids from North Queensland.

The hothouse, approximately 12 ft. by 9 ft., consists of glass walls and roof with galvanised steel supporting members. From April to November, a minimum temperature of 58° is maintained by a coke boiler that circulates hot water through pipes. Humidity is controlled by trays of gravel that are kept damp all the year round.

(Above) The hothouse

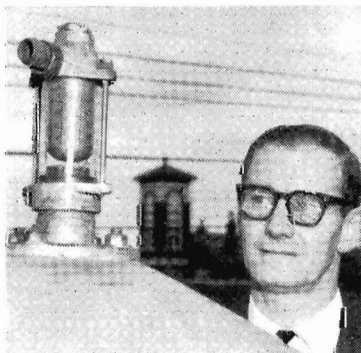
(Below) Mr Brown stokes the boiler.



**Eye saved**

**L**AST month, Mr. J. H. Brown, Superintendent of Steel Construction at Newport Workshops, who regularly wears safety spectacles within his shop area, had cause to be thankful for his attention to safety.

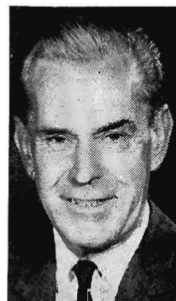
He was checking the calibration of a new oil tank, and watching the sight glass of the calibration vessel as it filled up. Through a fault, pressure had built up in the sight glass and it exploded in his face. The glass shattered the left lens of his safety spectacles, and inflicted a cut in his forehead as it glanced off. Had Mr. Brown not been wearing his safety spectacles, he probably would not now have his left eye.



Mr Brown wearing the safety spectacles with the shattered lens, is shown with the calibrating vessel.

**Royal trains**

**A** railwayman who has been associated with many of the V.I.P. trains during the last half century is Mr. F. B. Redlich. Mr. Redlich joined the service in 1919, and as a coupling examiner worked on the preparation of the Royal train for the Duke (later King George VI) and Duchess of York's visit in 1927. After becoming an electrical mechanic, he travelled on all the subsequent Royal and Vice-regal trains. He was also on the trains for Reso tours, the first *Southern Aurora*, the first standard gauge *S.O.P.* and *Intercapital Daylight*, and the first electric train to Traralgon.



Mr Redlich

Although he retired recently, Mr. Redlich will still maintain a railway link . . . he is building a model railway.

**Civic distinction**

**A**SPENDALE stationmaster, Mr. H. D. Thomas, who retired last month, was prominent in civic affairs. A Chelsea councillor for more than 25 years, he was twice mayor. Mr. Thomas was also an officer of the Edithvale Fire Brigade for 25 years, and is now a life member. Lifesaving has been another of his interests; he has held office in the local lifesaving club for many years, and is also a life member. For 31 years, Mr. Thomas worked at Carum, Chelsea or Edithvale stations, and was S.M. at Aspendale for the past seven years.

**Killed in Vietnam**

**PRIVATE** Jeffrey Thomas Worle who was killed in action in Vietnam on May 28, was a junior clerk in the Traffic Branch prior to being called up for national service in March 1967.

After being in Vietnam for nearly six months, he was killed when North Vietnamese Army regulars attacked the fire-support base *Balmoral*, in Bien Hoa Province.

After his education at Highett High School, Jeffrey joined the Department in 1964. He worked in the Metropolitan Superintendent's Division for two years, and then at Middle Brighton and North Brighton stations.

*News Letter* extends its sympathy to Private Worle's parents.

# RETIREMENTS

## ROLLING STOCK BRANCH

Ciucas, R. P., 9/5, Newport  
Tremby, J. R. G., 17/5, Jolimont  
Johnson, A. R., 18/3, Warragul  
Marshall, D., 2/7, Bendigo North  
Quine, J. A., 4/7, North Melbourne  
Wood, G. S., 9/7, Newport  
Baker, H. E., 11/7, Newport  
McGrath, G. T., 12/7, North Melbourne  
Tolliday, H. J., 15/7, Ballarat North  
Edmonds, W. S., 17/7, Newport  
Cunningham, J. H., 18/7, Newport  
Ivanov, F., 23/7, North Melbourne  
Lawley, S. V., 24/7, E.R. Depot  
McInerney, P. L., 26/7, Newport  
Simmonds, A. C., 27/7, Bendigo Nth.

## TRAFFIC BRANCH

Colson, L. V., 18/7, Crib Point  
Dalton, T., 2/7, Sale  
Milne, A. H., 8/7, Traffic Stores  
Hill, S. H., 9/7, Malmesbury  
Morelli, J. D., 16/7, Carrum  
O'Dwyer, T., 23/7, C/- Metro. Supt.  
Collins, A., 26/7, Spencer Street  
Hern, J. E., 25/4, Lockington  
Rawstorne, J. S., 19/5, Melbourne Goods  
Whitehead, J. P., 25/5, Wodonga  
Iwanczyk, E., 24/4, Flinders Street

## WAY AND WORKS BRANCH

Barravechio, G., 26/7, Windsor  
Bouman, J., 2/7, Lang Lang  
Brown, W. C., 19/4, North Melbourne  
Crawford, J. J., 17/7, Head Office  
Dangerfield, A. J., 13/3, Estate Office  
Fraser, E. K., 10/4, Fern Hill  
Hine, E. T., 26/7, Foster  
Lumsden, J., 20/7, Sunbury  
Marshall, B. C. M., 6/7, Caulfield  
Mewha, S. S., 9/7, Sale  
Osborne, A. W., 14/3, Geelong  
McMillan, A. C., 21/7, Moama  
Polkinghorn, A. D., 3/4, Ballarat  
Scanlon, T. W., 23/7, Flinders Street  
Sealey, C. W. B., 1/7, Spotswood  
Taylor, J. D., 4/7, Spotswood  
Vincent, R. R., 12/7, P.W.M.D. S'wood  
Widgery, R. A., 15/3, Spotswood  
Williamson, S.E., 26/3, Chewton  
Wouda, W., 24/7, Avoca

## ELECTRICAL ENGINEERING BRANCH

McLeod, J. D., 7/6, Lighting & Power Division  
Moore, P. J., 17/6, Distribution Div.  
Stillman, H. A., 22/6, Lighting & Power Division  
Woodward, A. A., 4/7, Flinders St.  
Skepper, J., 13/5, Testing Division

## STORES BRANCH

Hastings, A. L., 12/4, Spotswood Workshops  
Easton, A. D., 13/7, Head Office  
Hillman, C. H., 23/7, Newport Workshops

## REFRESHMENT SERVICES BRANCH

Duke (Mrs.) L. M., 30/4, South Yarra  
White (Mrs.) F., 17/7, Princes Gate

### NEWS LETTER REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH  
Watson, W. J., 3/5, Ballarat Nth.

TRAFFIC BRANCH  
Goulding, F. C., 6/5, Melb. Goods  
Schaeche, O. A., 11/5, Flinders St.  
Brown, H. D., 18/5, Dandenong

WAY AND WORKS BRANCH  
Maher, L. J., 25/4, Laurens St.  
Parker, C. E., 11/5, Sale  
Phillips, W. A., 1/5, Flinders St.

ELECTRICAL ENGINEERING BRANCH  
Morgan, M. M., 19/4, Distribution Division, Warragul

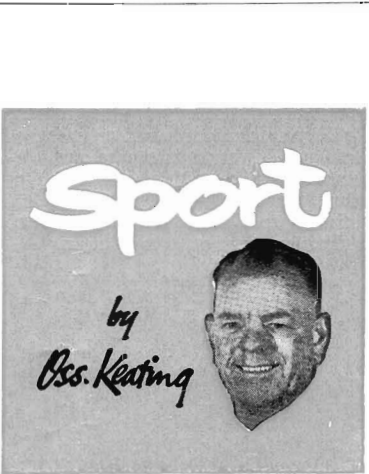
STORES BRANCH  
Voutier, F. J., 21/5, Newport Workshops

## Dinner dance

THE first dinner dance of the Foundry and Pattern Shop Social Club (Newport Workshops), was a very successful affair. About 120 members and friends went to the function which was held last month, at the Footscray Town Hall. Prize winners of the novelty dances were Mesdames D. Gray, G. Grumont, G. Day, N. Webber, and B. Christie and Messrs. D. Gray, J. Briscoe and E. Wyatt. M.C. was club president, Mr. R. Murdoch.

## Brunswick Central school

STATE school No. 1213, Albert Street, Brunswick (sometimes called Brunswick Central) is preparing a history of the school and a register of former staff and pupils. As there is a lack of records, the school librarian would be glad to hear from anyone who has relevant information, photographs, etc. The librarian would copy any material lent, and return it to the owners in good condition.



## Golf

The 1969 Carnival Committee has decided that this fixture will begin on Sunday, April 27, when all systems' representatives will arrive in Melbourne, and conclude with the farewell dinner on Tuesday, May 6. Visitors will leave for their home States on Wednesday, May 7.

It is expected that six days of golf will be played over the period of the carnival, and the courses most likely to be used include Victoria, Commonwealth, Kingswood, Keysborough, Metropolitan and Yarra Yarra. The complete programme and itinerary are now under consideration and will be publicized when completed.

This year's Country Golf Week at Rosedale should produce some spectacular golf, as this fixture will give the selectors a good look at some of the contenders for a place in the Victorian team as well as giving them a chance of assessing the ability of the country players to handle the city course.

Which brings to mind two Bendigo blokes—must be the air up there—who, if they can produce their local form would be very handy members of our team. I am referring to Len Prior (who won this season's Bendigo Golf Championship), and Ken Giovanetti. Len, who is only 20, belongs to Bendigo Golf Club, plays off a handicap of 1, and must have many years of top class golf ahead of him yet. Ken is another golfer with a handicap of 1, and like Len, works in the office at Bendigo North Workshops. He has represented Bendigo many times in V.G.L. Country Weeks and is also a prolific trophy winner in local tournaments. It would be beautiful to see both these fellows at Rosedale next September.

## Football

Off-duty railwaymen are reminded that the annual match against the Australian Postal Institute will be played on Wednesday, June 26, at the South Melbourne Cricket Ground, beginning at 1.30 p.m. Keeping in mind the nice old hiding our Postie friends gave us last year, we hope to have a much stronger side in the field. And the addition of some strong vocal support from over the fence might tip the scales in our favour and ensure that another of the perpetual trophies finds its way back to our trophy case—where, I might add, it rightly belongs.

## Bairnsdale rope quois

ALTHOUGH the Bairnsdale V.R.I. rope quois team was only formed two years ago—after a lapse of some years—it is showing excellent form in the local competitions. Premier team last year, it was on top of the ladder at time of writing. Three members of the team—S. J. Hewerdine, A. Russell, and D. Stevens also played in last year's Australian championships at Hamilton.

## Chess

Following an indication that a number of railwaymen were interested in the great game of chess, a meeting was called last April to revive the V.R.I. Chess Club. An enthusiastic group of off-duty railwaymen attended, and, after the objects of the meeting had been explained to them by our General Secretary, Mr. F. M. Mitchell, it was unanimously decided to reconstitute the V.R.I. Chess Club, and to begin regular matches immediately.

So, after a lapse of about 15 years, chess is again being played at the Institute.

Our old friend, Bill Hutchinson, of Sunshine, was elected President, and Alwyn Marshall, of the Suburban Guards Depot, Honorary Secretary. For the time being, the club is catering mainly for off-duty shift workers. It meets at the Institute, each Tuesday afternoon, from 1 to 5 p.m. Later on, should there be sufficient interest, the Club hopes to expand its activities and provide playing facilities in the evenings for day-shift workers.

## Bowls

The annual meeting of the V.R.I. Social Bowling Club will be held on Friday, August 30 at the V.R.I., beginning at 8 p.m.

## Golden City's Golden Boy

That's a title that sits appropriately on the head of Frank McCaig, a carpenter at the Bendigo North Workshops. Frank, a professional cyclist, made history this year when he was selected as the 1967-68 Bendigo Advertiser-Caltex Sportstar of the year. He was also the Sportstar in 1965-66. Frank has won the Bendigo Easter Fair Golden Mile wheelrace, (one of the premier track events of any season), not once, but three times—in 1964, 1966 and 1967—a performance that has not been equalled in the history of the race. During the last 12 months, Frank has won and recorded fastest time in the Bendigo-Melbourne road classic; won the Wangaratta road race; finished second in Australia's major road racing classic (the Melbourne-Warrnambool); and was the first country rider to finish in the Sun Tour. During the same period he also rode with considerable success in several 6-day races, competing against many imported champions, and finally gained selection in the Victorian team of four that competed in the Australian Road Championship (over 125 miles) in which he finished a most creditable sixth.

Other honours were his being named the 1967 Victorian Country Professional Cyclist of the Year, and, last July, his selection as the Australian Cyclist of the Month by a national cycling magazine. As is the case with any true champion, Frank is a quiet, modest lad, very popular at the workshops, and quite unaffected by his success.

## Basketball

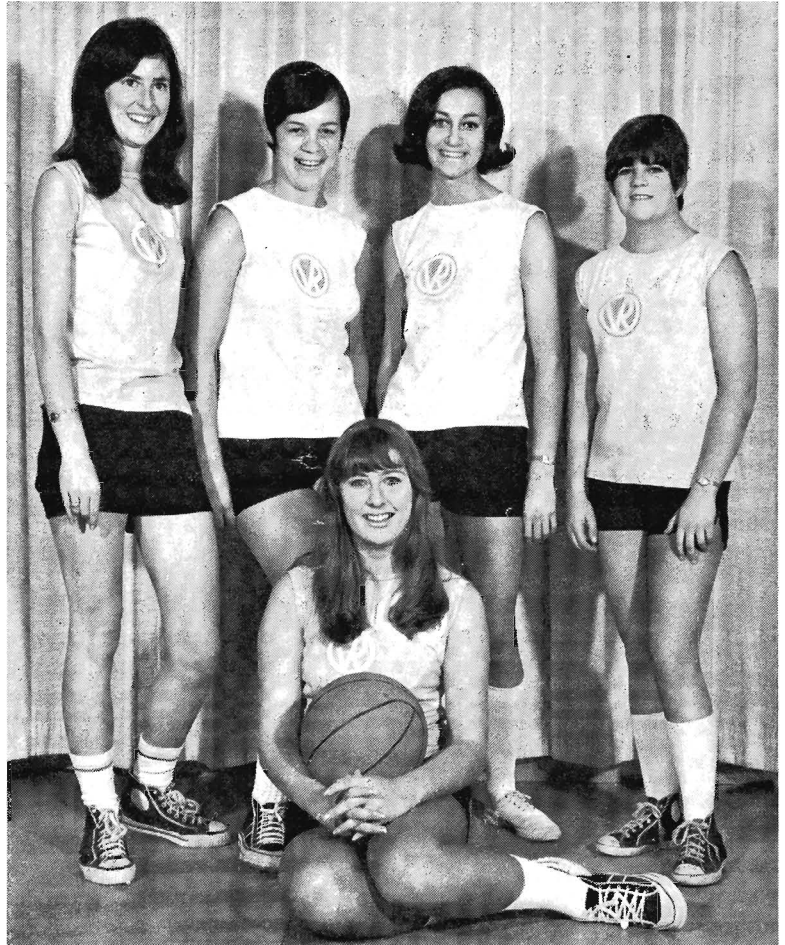
The winter basketball competitions are now in full swing, and we have a girls' team and two men's teams representing the V.R.I. in their respective sections. The men's teams are competing in the Business Houses Comp., and in D grade we are in second position with four wins and one loss in the five games played. Under the leadership and coaching of Graham Edwards this side has developed into a pretty solid combination. In G grade we are not doing quite so well, but are in fourth place with three wins and two losses.

Our girls, unfortunately, are not living up to the promise they showed towards the end of last season, and, of six matches played, have won only two.

If there are any experienced players among the lasses in the Department who would like to take up basketball again (international rules), they could get in touch with me on auto 2445. I'm sure that coach Harvey Bray will make any new players most welcome.

During the next few months it is the intention of the club to make some country trips. If any country centre could arrange a game, the metropolitan club would be most appreciative.

**T**HE first narrow gauge line—from Wangaratta to Whitfield—was opened for traffic on March 14, 1899. Like the other narrow gauge lines it proved to be uneconomical.



Some of the V.R.I. basketball players pose for a picture before beginning practice. (From left); standing, Robin Byrne, Lorraine Perrett, Helen Malsem, and Lorraine Allison; seated, Joan Rohan.



# THE MONTH'S REVIEW

V.R. CHAIRMAN COMMENTS ON

## THE LAW AND THE VANDAL

**R**AILWAY administrators are, of course, specially concerned to stop vandalism and other kinds of misbehaviour on trains. Special squads are actively engaged to detect this kind of lawlessness and, needless to say, every railwayman should be out to prevent it.

However, detection of offenders is useless unless deterrent action is taken by Courts.

Fortunately, some Court decisions have been realistic in their approach. At a suburban Court this year, a youth was fined \$190 or three months and 24 days imprisonment, for offensive behaviour on railway premises, resisting arrest and assault. Last December, also, three men were convicted for damaging railway property. Two of them were fined \$200 each, and the third \$100.

It is well known that mistaken leniency only encourages the louts who annoy passengers and damage property.

Only last year, a youth who was already on probation was convicted of offensive behaviour, using indecent language, and resisting arrest, on a train. The Court put him on probation for two years. Such decisions are hard to understand.

But, with the changing value of money, maximum penalties are not really high enough to deter offenders. Many penalties were fixed when money was several times more valuable than it is today.

### New suburban trains

**S**PECIFICATIONS are being prepared to invite tenders for more suburban electric trains. It is envisaged that the carriages will be of lightweight construction, 75 ft. long, and with tinted anti-glare window glass, power operated doors, and forced draught ventilation. Provision will be made for heating the air in cold weather.

### Dinner in the diner

**D**INNER in the diner, nothing could be finer, is the slogan on the A.R.H.S. cards for a special steam-hauled dining car train from Spencer Street to Woodend, on Friday July 26. The train

Repeatedly, magistrates when imposing sentences, have pointed out that, in their opinion, the maximum penalties are not high enough. Unfortunately, there have been many instances where only the minimum penalty has been imposed.

Acts of vandalism always leave behind a trail of damage, the cost of which must be borne by John Citizen.

In this regard, we are determined to follow up the question of recovering costs from vandals—of making them pay out of their own pockets for the wanton damage they have done. Last month, \$10,000 worth of damage was caused by a fire that burnt carriages at Seaford. Wherever possible, action will be taken by the Railways to recover costs from guilty parties for this type of offence.

Vandalism and similar irresponsible behaviour should never be regarded lightly. It could easily result in a loss of life.

All members of the Department should, as servants of the public, and as citizens, do their utmost to prevent vandalism and misbehaviour. Where such anti-social activity has occurred, it should be promptly brought under notice.

And the help of the public is also needed. Railwaymen should remind them that reporting by the public of any acts of vandalism they have seen, can greatly contribute to eliminating this dangerous and costly nuisance.

will leave Spencer Street at 6.15 p.m. and return at approximately 10.30 p.m. The fare—\$8.50 (adults) and \$7.25 (children under 16)—includes first-class travel and a 4-course dinner. There is also some limited second class accommodation without dinner, at \$3 (adults) and \$1.75 (children under 16). Bookings can be made with the Reservations Officer, 158 Balwyn Road, Balwyn, 3103.

### Award for report

**T**HE special public edition of last year's annual report (see *News Letter* February, 1968, p. 19) has received a Certificate of Merit from the Australian Institute of Management, for "distinguished achievement in annual reporting".

### Helps Returned Men

**W**ITH numbers of national servicemen returning to the Department after active service overseas, it is worth pointing out that the Victorian Railways Returned Servicemen's Section is an organization that exists to help them.

The Section handles repatriation matters for members; makes representations to the Department for those who feel they have a case that should be presented; it has a benevolent fund to help any in need; there are hospital visitors who keep in touch with members in hospital; and the Section is generally concerned with the welfare of members and their families.

The Section was formed in 1919, and now has 1,000 members in 13 country and some metropolitan sub-sections. It is governed by a central committee that meets fortnightly in Melbourne.

On July 26, the Section will hold its annual conference, and dinner to country delegates, at the V.R.I., Flinders Street.

Any returned men interested may get further information about the Section from its secretary, Mr. H. F. O'Brien, Accountancy Branch, Head Office (Auto. 1523) or its president, Mr. H. L. Wignall, Assistant Ambulance Officer, Spencer Street (auto. 1845).

### Level crossing accident

**W**ARNING lights were operating at the Wallace level crossing on the Western Highway when a utility crashed into the side of a goods train in the early morning of March 30, the Ballarat Coroner's Court was told at an inquest last month. Evidence was given that the whistle was sounded until the locomotive was in the centre of the crossing; the utility struck the side of the train between two wagons; and there was an 86-ft. skid mark on the road leading up to the point of collision.

### FRONT COVER

shows Thornbury's assistant stationmaster, Mr. A. Brunialti, and Ronald Scott, with a consignment of footballs. Ronald who works at the Ross Faulkner Pty. Ltd. sporting goods factory, delivers the footballs to Thornbury station. (See story on opposite page.)

## Football by train

AS well as carrying thousands of supporters to the matches, the railways bring the footballs. Every season, thousands of blown-up footballs are rushed by train for use in many League, Association, country, and suburban football games.

The footballs are railed from Flinders Street, Thornbury, and Oakleigh stations by Ross Faulkner, Sporting Goods Manufacturers.

The footballs sent to most of the League and Association clubs that receive them by train, are factory checked to the correct air pressure and weight, on the Saturday morning.

This is in accordance with Rule 2 (a) of the Laws of the Australian National Game of Football that states, "Football shall conform as far as possible to the standard size of 22½ in. by 29½ in. and to the shape approved by the Australian National Football Council and shall be 16 oz. to 17 oz. in weight".

Footballs for League and Association clubs are then taken to Flinders Street station where the Railways make special provision to see that they are placed immediately on a train for delivery to their destination.

During the week, blown-up footballs are railed to Victorian country and suburban retailers who supply them to local football clubs, and to teams in southern New South Wales.

"Our footballs have been sent by train since about 1926, and the Railways provide a wonderful service," said Mr. W. M. Faulkner, Managing Director of the football firm.

The Secretary of the Essendon Football Club (Mr. W. H. Cookson), one of the clubs that have footballs sent by train, said that "the footballs have always arrived on time and our club is happy with the service given by the Railways". The Secretary of the Victorian Football Association (Mr. F. Hill) said that in his 15 years with the V.F.A. he had never heard of the footballs not arriving in sufficient time for the games.

## Container service dropped

ASSOCIATED Steamship Ltd. has dropped its plans for a container service between Melbourne and Adelaide, reports *The Australian* (27.6.68). The cargo will go by rail instead.

## Education Week

EDUCATION Week this year, will be observed from Sunday, August 11 to the following Saturday.

## Course in Higher Railways Management

THE Institute of Administration, University of N.S.W., in association with Australian and New Zealand railway systems, is conducting courses in higher railways management for senior railway officers.

The courses will be of six weeks' duration; the first began on July 1.

They are open to selected officers from all Australian and New Zealand railway systems; and also to senior officers of overseas railways and of major engineering firms supplying railways.

Lecturers are being drawn partly from within the University of N.S.W., particularly the Schools of Accountancy, Sociology, Traffic Engineering, Business Administration, and Departments of Industrial Engineering and Town Planning, as well as from competent managers in industry, commerce, government and the professions.

The staff of the Institute of Administration is playing a major part in the organization, and is giving most of the lectures.

A follow-up course, of two weeks' duration, will be undertaken by the senior officers about six months after completion of the main course.

The lectures deal with such subjects as organization and management, human behaviour, quantitative methods, the institutional and economic environment, financial management, and railway organization and administration.

During each course, officers reside at the Institute of Administration's residential centre at Little Bay (Sydney).

Course fees, paid by the individual systems for their nominees, include all educational expenses, library and service charges, printed notes, text books, and all accommodation and meal costs.

The initial course is being attended by three senior officers from both the New South Wales and Victorian railways, two each from the Queensland, South Australian and Western Australian systems, and one each from the Commonwealth, Tasmanian and New Zealand railways.

V.R. officers attending the first course are Messrs. S. W. Booley (Chief Bookkeeper, Accountancy Branch), J. S. Bell (Actg. District Superintendent at Ararat), and A. J. Fell (Contracts and Prices Investigation Officer, Stores Branch).

## 8-carriage trains

THE second of 10 more Harris motor carriages being built to provide extra peak period 8-carriage suburban trains left Newport Workshops for running tests last month. It is expected that a new motor carriage will leave the Workshops every three weeks until the entire programme is completed.

Six 75-ft. trailer carriages are being built at the 'Shops. All will be the walk-through type.

About 15 ft. longer than those now in service, the trailer carriages will provide additional train capacity. The exterior design will be similar to existing Harris carriages, but the interior arrangement should provide better access and greater comfort for passengers.

The first of these carriages should go into service early in October.

## Spencer Street plaque

JUST for the record, a Newport Workshops reader has pointed out that the plaque that was recently set in the wall at Spencer Street station (May *News Letter*, p. 67) was designed by the Senior Architect's division, the pattern made, and moulding, casting and oxidizing done at Newport Workshops.

## Fined \$60

AT Box Hill Court last month, a man was fined \$60 for unlawful assault on a girl in a suburban train. He had placed his hand on the girl's leg and tried to put his arm around her.

## Netherlands level crossings report

IN September 1967, Netherlands Railways management invited locomotive drivers to submit details of every occasion when they narrowly escaped an accident because of the behaviour of road users at level crossings.

It has been recently announced that for this one month alone no less, than 1,026 reports were submitted of road users stopping only at the last minute before reaching the crossing, or just managing to cross clear of the approaching train. In 705 cases, this had occurred at crossings with half-barriers or with warning lights only. In 253 cases, road users had zig-zagged through the closed half-barriers in front of the approaching train. (*Railway Gazette*)

THE address reprinted below, was given recently to the Clayton Rotary Club by Mr. G. F. Brown, Chairman of Commissioners. The title was chosen to emphasize the nature of the problems faced in trying to further improve the standards of Melbourne's suburban train services, and in particular to give clearer understanding of the function of the proposed city underground railway, from the railway viewpoint.

Actually, the history of our suburban railway system has been one of a long succession of partly or wholly untied knots ever since the end of the Second World War. Although we are carrying no more passengers now than we were during the war—no more, in fact, than we were carrying in 1927—the nature of our task has been revolutionized by the rapid growth that has taken place in outer suburban areas since 1948.

From 1948 to 1967, the total annual suburban passenger journeys decreased by 29.4 million, but the suburban passenger mileage rose by 18.9 million. This was caused by the increase in the average length of journey which has risen, during that period, from 7.24 miles to 8.87 miles.

Much of this growth has taken place in areas which were served, in 1946, by single track lines with limited train crossing facilities. As a result, we were faced with three major problems :

- (1) improving these outer single track sections ;
- (2) providing more multiple tracks on inner sections to enable long and short distance trains to run parallel ;
- (3) providing the additional trains that are necessary to handle a growing long distance load, even though the total load does not vary. (In 1946, the number of trains needed for peak service was 109 ; in 1968, it is 138.)

Closely allied with (3) was the problem of replacing, as rapidly as possible, the 41 obsolete, swing-door wooden-bodied trains still in running at the end of the war.

Another issue was the problem of providing enough electric substation capacity to meet these increased needs and coupled with *this* was the fact that Newport "A" Power

# AN UNDERGROUND TO UNTIE KNOTS

Station was wearing out and we had to plan for a complete conversion of traction high tension power supply from 25 to 50 cycles by 1970. This meant the replacement of every traction substation then existing by a new substation system designed to handle the predicted 1970 loading.

## THE UNDERGROUND IN VIEW

With all this on our plate, perhaps we could have been excused if, at that stage, we had not given very much thought to Melbourne's future underground railway—and, in fact, the Commissioners of the day were often accused of taking no interest in this project. The truth, however, was just the reverse: the Commissioners were fully alive to the ultimate necessity for an underground, and every job we have done in the intervening years has been designed with the underground in view.

In that time we have carried out the following works :—

- 31½ miles of duplication of single track ;
- 3 miles of quadruplication of double track ;
- 2½ miles of third track ;
- 28 miles of automatic power signalling ;
- 9 miles of extensions of electrification ;
- 17 additional suburban stations ;
- 55 electric traction substations or tie stations.

**All this has been done for about \$28½ million, or roughly the equivalent, at present-day costs, of seven miles of 4-lane freeway.**

In the same time we have added 60 *Harris* type steel suburban trains to the fleet, and scrapped all but nine of the old swing-door trains.

As the result of all this effort, although there still remain, beyond Macleod and Ringwood, some single track sections requiring duplication, the main focus of activity has gradually moved from the outer perimeters of the suburban system towards the centre. This stage of development has become inevitable as our ability to run trains to and from the suburban terminals has gradually overtaken the capacity of the city terminal system to handle them. With the completion of further improvements now in hand or about to commence on the Burnley group of lines, the situation in the terminal area, particularly platform capacity at Flinders Street, will become the critical factor, limiting further development elsewhere until some positive action is taken.

To return to the title metaphor, instead of having a lot of little knots to untie on the outskirts we are now faced with one big one at the middle—and the underground railway is no more nor less than the only logical way to untie it.

### A healthy heart

This statement emphasizes the essential nature of Melbourne's underground railway compared with some of the underground systems being built or planned in other parts of the world. Toronto, for example, has built (and is extending) an underground system which is complete in itself, and has no links with surface rail lines ; London's Victoria line is a wholly underground line which will interconnect and serve as an adjunct to previously existing underground lines.

Melbourne's underground, on the other hand, is merely the final stage of development of an overall fixed rail transit system designed to carry passengers from the suburbs directly to the heart of the central business district.



The function of Melbourne's underground in the overall operation of the system will, in fact, be as important as that of a healthy heart in the human body.

## KNOT UNTIED

The reason why the underground is so vital to the general health of the suburban railway system can be traced back ultimately to the unbalanced nature of Melbourne's suburban development, combined with the location of the main train storage sidings in Jolimont Yard.

Because the number of trains arriving at Flinders Street via Richmond in the mornings greatly exceeds the number that are required to continue through to the western and northern suburbs via North Melbourne, a considerable number of these trains has to reverse from the platforms to Jolimont Yard in the face of oncoming trains. The signaling precautions necessary to carry out these moves safely greatly limit the capacity of each platform face, compared with the capacity that can be obtained if the trains continue to move in the one direction.

*To quote actual figures, with our existing method of signalling and a uni-directional train flow we could readily handle 24 trains in the peak hour at a single platform face, whereas the maximum capacity of such a face with reversible working is 10 trains per hour.*

The underground will untie this particular knot by diverting a proportion of the peak period trains approaching Melbourne via Richmond or Jolimont to first run around an underground loop and then reach Flinders Street from the west, so that they can continue direct to Jolimont Yard sidings without changing direction. On the way, these trains will call at three underground stations and at Spencer Street, thus giving each passenger a choice of five city stations (including Flinders Street) at which to alight. The underground loops will be signalled in both directions so that in the evenings the direction of flow can be reversed: trains from the Yard will run via Flinders Street, Spencer Street and the underground to their various destinations via Richmond, picking up on the way.

For trains approaching the city via North Melbourne, the procedure will be similar but the direction of flow the reverse. These trains will enter an underground loop near Festival Hall, proceed via the three underground stations to Flinders Street, thence via Spencer Street to stabling sidings to be built in the North Melbourne-Macaulay area. In

the evenings, this direction of flow will be reversed also. Passengers will have the same choice of stations as those approaching Melbourne via Richmond or Jolimont, but in the opposite order.

## Peak periods

During peak periods, not all trains will traverse one of the underground loops: a certain number will continue to run via Richmond-Flinders Street-Spencer Street-North Melbourne and beyond, and vice versa, as now. These trains, which will suit passengers for whom Flinders Street is still the most convenient station, or those who desire to travel from one side of the city to the other, will be kept in balance so that they will create no stabling problem in the city area.

This, then, is how the underground will sort out the problem of terminal platform capacity and train stabling. This is not the *only* way of untying this particular knot, but it is the *only logical* way.

## RELOCATE SIDINGS?

As already explained, severe limitations are placed on the capacity of the platforms at Flinders Street by the unbalanced nature of our traffic, combined with the location of the principal stabling sidings. On the face of it, therefore, these limitations could be mainly overcome by simply relocating the stabling sidings to the west of Flinders Street, so it is necessary to examine the implications of this approach.

First of all, where could the sidings be located? Development of available space in the North Melbourne-Macaulay area will only cope with the requirements of normal traffic growth over the next 20 years, so some other location would have to be found for sidings to replace the greater part of Jolimont Yard. Close investigation has shown that the nearest practicable site would be at Newport.

The next problem is that of getting the trains to and from Newport. Quite apart from the wasteful train mileage involved, additional track capacity would have to be provided to get these trains through in peak periods, although they would be moving in the opposite direction to the passenger peak.

Some of the additional tracks are going to be required in any event to meet the normal growth of traffic; for example, over the viaduct from Flinders Street to Spencer Street; near Dudley Street, West Melbourne; and between South Kensington and Footscray. However, between Footscray and Newport, where traffic growth will eventually require provision of a third track signalled for

two-way operation, the movement of empty trains to and from stabling sidings would make provision of a fourth track unavoidable.

## Only part of the story

There is no doubt that provision of the additional tracks mentioned, combined with additional tracks between Richmond and Flinders Street and the transfer of the main daytime stabling area to Newport, would enable the number of trains passing through the existing city stations in peak periods to be considerably increased, at a lower cost than by building the underground; but this is only part of the story. There are many other factors to be taken into consideration before we grasp at such a "non-underground" terminal system as a cheaper answer to our problems, either permanently or as an interim measure until the underground can be built at some future date.

## THE "CHEAPER ANSWER"

The first problem is that if this palliative were to be adopted it would be found, when the underground eventually came to be built, that it was practically impossible to link it up with the existing lines without exorbitant cost or at the price of a drastic reduction, during the construction period, in the frequency of train service that was then being operated.

The underground is designed to link up with existing lines by a complicated series of flyovers and junctions in two key areas—between "E" Signal Box (Jolimont Junction) and Richmond, and near Dudley Street, North Melbourne. At present, although serious bottlenecks limit working in both areas, we do have the advantage that there is sufficient room within existing boundaries to carry out the intricate staging work necessary to build the connections to the underground; but this will apply only if the connecting ramps and flyovers are built *before* extra tracks are laid. If these tracks are laid first as part of a temporary non-underground terminal scheme, we are going to be in real trouble trying to link up the underground later.

## Big cost increase

All suburban railway works are planned and executed on the principle of progressive improvement. Each project, and where possible each stage of a project, is designed to build a service improvement on what has gone before, and once a new level of service has been attained, no

future stage is permitted to detract from it. It is not difficult to imagine what the public reaction would be if service standards were, in fact, reduced over a period of years while the underground was being built, and in practice the result of "leaving the underground till later" would be a heavy increase in cost because of the resumption and possibly the demolition of property that would be necessary to get working room.

### Total waste

Even this is only part of the problem. While a palliative non-underground terminal scheme such as described, would certainly allow us to step up the number of trains passing through Flinders Street, it is a very different matter to legislate for any significant increase in the number of peak period passengers using that station. To do so would require very heavy expenditure on rearranging the flow of passengers within the station and to and from the streets—expenditure that would not only represent total waste when the underground was eventually built, but would add immensely to the problem of handling these people in the adjacent streets. Anyone using the Elizabeth Street exits in the morn-

ing peak will know that additional passengers could not be moved through the subway.

This brings us to the strongest argument against adoption of any temporary palliative to avoid immediate construction of the underground; and it is an argument that does not relate to the railway's problems at all but to the city's. With the growth that is taking place in Melbourne's outer suburbs the relative importance of the suburban railway system in the public transport sphere must continue to grow in future; and nothing could tend to accentuate the present unbalanced development of the central business district more than continued concentration of a growing number of rail commuters at the existing fringe area rail terminals.

**Only early construction of the underground, with its ability to distribute passengers conveniently throughout the city area, can actively encourage more balanced city growth.**

### Spare capacity

There is no doubt, of course, that the underground when first built will have a great deal of spare capacity, and that in the early stages, until the northern part of the city develops

further, more central business district workers will still pass through Flinders Street than through any other station. To this extent, investment in the underground will be investment in the future, but this is no reason for criticism. The fact is that, unlike freeways which have a habit of becoming choked up almost as soon as they are built, all rail facilities have inherent reserve capacity when first provided.

*The big point about the underground is that it will enable us to exploit reserve capacity by a non-underground terminal system.*

For example, at some time in the future, when all structure clearances have been attended to, double-deck carriages will be introduced in Melbourne. This will enable the capacity of the suburban lines to be considerably increased without any increase in the number of trains or tracks; but without an underground we would be unable to take advantage of this innovation because of the inability of Flinders Street station to handle extra passengers. On the other hand, with the underground railway designed, the introduction of double-deck carriages will enable the suburban railway system to handle all foreseeable needs for peak period central business district travel at least up till the turn of the century.

## RAIL-BUS

**F**OLLOWING satisfactory trial runs, 50 rail-buses that can operate over rail tracks and highways, are being obtained by the Philadelphia Suburban Transportation Co. (U.S.A.) This rail-bus is

equipped with a retractable, flanged-wheel attachment that permits operation on railway tracks. When about to travel on a highway, the flanged wheels are hydraulically raised into the baggage compartment. On rail tracks, the vehicle has travelled at speeds up to 65 m.p.h.



The Philadelphia Suburban Transportation Company's rail-bus in an experimental trip over a railway track.

## CENTRALIZED SIGNALLING

**S**IGNALMEN who never see the trains they control, are working with new equipment installed by the British Railways at Leeds.

A computer is monitoring and signalling more than 40 miles of track around the city centre.

The new system follows the introduction of centralized signalling a year ago; seven local signal boxes are linked to a central control beneath Leeds City station, from which the movement each day of more than 500 trains and shunting operations will be supervised.

Although there are no savings in staff to be expected from the use of this system, the speed and flexibility claimed for its operation justify the cost. (*The Australian* 25-6-68).

**A**T the beginning of the present century, some water-tank wagons were hired by the Shell Oil Company; they were thus the first rail oil-tankers in this State.

# FINNY and FINICKY

**A**MONG the most colourful travellers over the V.R. must surely be the many-hued tropical fish sent from Northcote, North Brighton, Caulfield, and Spencer Street stations by Tropic Aquarium Supplies.

Although they have never been known to emit even the merest bubble of complaint, these finny passengers are very finicky. They must really be coddled (pun unintentional). They want—and get—not only “air-conditioning” but water conditioning as well.

At the firm's depot, the fish are placed in 76° pre-heated water in plastic bags, and then packed in polyurethane-insulated fibreboard containers. Oxygen is added to replace the air that will be absorbed by the fish from the water. As many as 120 travel in each bag.

Fish, generally, can remain in transit in this way for about 24 hours, but tropical fish can get cold if left longer than 16 hours.

Every week up to 2,000 tropical fish in about 60 boxes are railed to country and suburban pet shops and aquariums. The Railways make special provision for getting the fish quickly to their destinations.

The proprietor of Tropic Aquarium Supplies, Mr. C. Davis, says that he is more than happy with the service provided by the Department in transporting the fish.

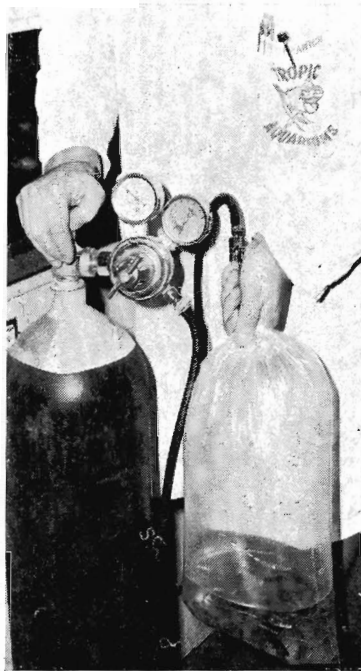
Many of the fish are caught by collectors in the jungles and other areas near Singapore, Malaya, Thailand, and Hong Kong. Others come from Japan, America, and Germany.

Brought to central depots and acclimatized for a week in a settling depot, the fish are then sent to Australia where, after quarantine, they are placed in one of the firm's 120 aquariums that contain about 40,000 tropical fish. The firm also obtain locally-bred tropical fish from a hatchery at Morwell, and often these consignments make a trip by train.

Unlike some other fish carried over the V.R., these bright little customers are happily destined, not for the dining tables of fish eaters, but for the aquariums of fish watchers, where, it is to be hoped they will induce that tranquillity of mind that, we are assured, is the reward of fish keepers who gaze long enough at their pets. And that's a habit much safer than taking tranquillizers.



Mr. D. Franich, of Tropic Aquarium Supplies, pack a consignment of tropical fish for rail to Kerang.



Oxygen is added to a bag of tropical fish to ensure they will be able to breathe in comfort and *relax* during their journey.

## ORIGIN OF LOCOMOTIVE WHISTLE

**H**OW many people know the origin of the locomotive whistle? It was invented by George Stephenson himself, eight years after the opening of the famous Stockton and Darlington line, in 1825, following two crossing accidents. The first of these occurred in 1830, when William Huskisson, a Cabinet Minister, was killed by a locomotive, and the second, in 1833, when a train collided with a farmer's wagon containing 50 lb. of butter and 80 dozen eggs. The directors of the railway then met to consider what steps could be taken to prevent further mishaps. Stephenson suggested the steam whistle, which was welcomed, and a musical instrument maker was engaged to make it. The trumpet, or horn, as it was called, was about 18 in. long and 6 in. across the bell.



## VIEWS OF NEWS

◀ **DUKE AND APPRENTICE:** At the Melbourne Town Hall, the Duke of Edinburgh has presented V.R. Apprentice Santo Chiodo with his award for being the Railways' outstanding apprentice. ("The Age" photograph)

**HEYINGTON BRIDGE:** Work is in progress at the railway bridge over the River Yarra at Heyington. The extension of the south-eastern freeway requires the rebuilding of that bridge, and also the diversion of the river. In the foreground is a coffer dam for one of the piers for the new bridge. In the background is the existing bridge that will ultimately be demolished. The constructing authority for the work is the Melbourne and Metropolitan Board of Works.

**PREMIER'S VISIT :**

At the invitation of the Minister of Transport, the Hon. Vernon F. Wilcox, the Premier, the Hon. Sir Henry Bolte, visited Dynon last month, and inspected the main activities of the Traffic and Rolling Stock branches in that area.

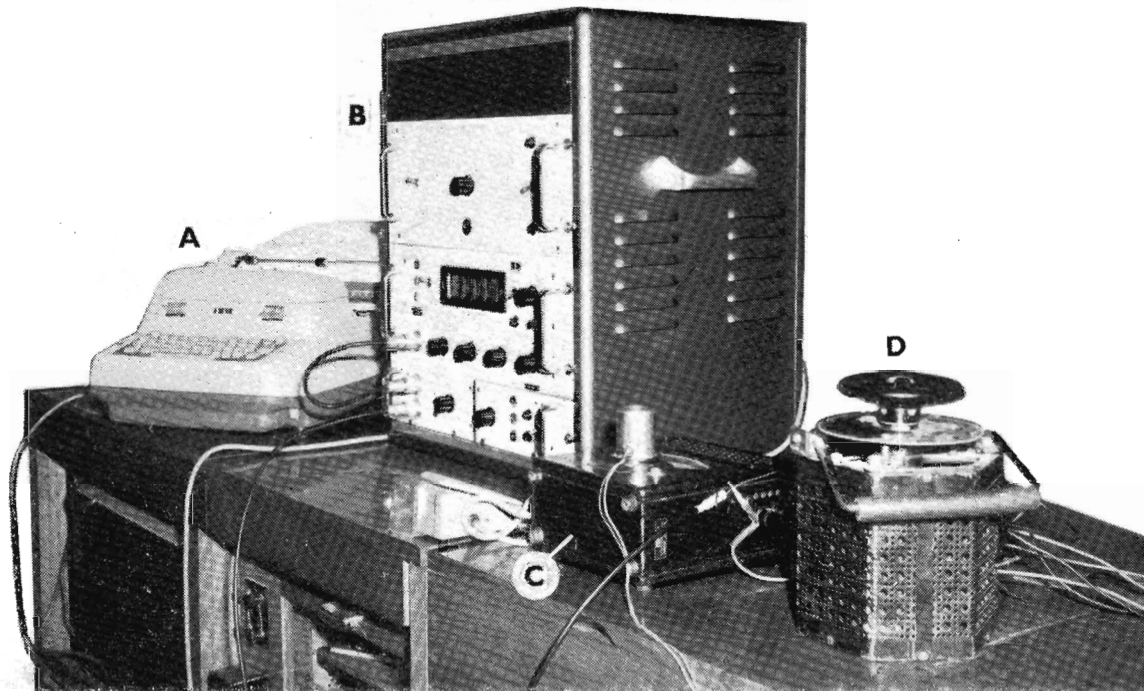
At the Bogie Exchange, Railwaymen C. Cilia and A. Persegatti adjust a bogie that is to be exchanged. The operation is being explained to Sir Henry (centre) by Subforeman W. Williamson. On the left is Mr. G. F. Brown, Chairman of Commissioners, and at the extreme right is Mr. Wilcox.

Sir Henry, after warming himself at a stove, shares a joke with Railwaymen P. Gouvousis (left) and G. Prosperi-Porta.



**HARRIS CARRIAGES:** At Newport Workshops, one of the 10 *Harris* motor carriages that are being built, is test-lined with polyurethane foam.





(A) Electric typewriter recording the results of the instrument being tested ; (B) digital voltmeter ; (C) instrument under test (a voltmeter) ; (D) variable transformer for varying the voltage to the instrument being tested. Ultimately, the units will be installed in a cabinet.

# THE D V M IT TELLS AND TYPES

RECENTLY installed at the Electrical Testing Division, Spencer Street, is the unusual combination of an impressive piece of electrical equipment known as a digital voltmeter—D V M for short—and an electric typewriter.

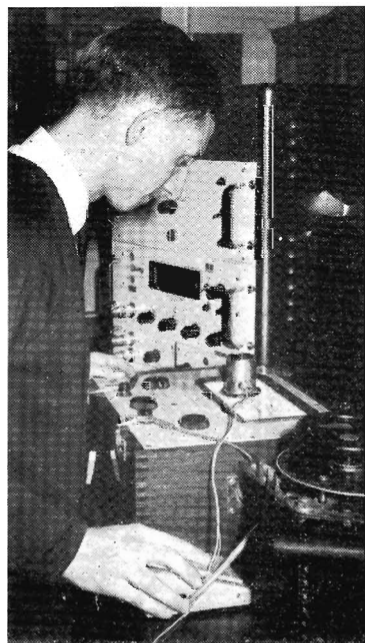
This is believed to be the first time in Australia that such a combination has been used for checking the accuracy of electrical measuring instruments. Although digital voltmeters are used throughout industry for instrument calibration, the unique and important feature of this system is the adoption of an electric typewriter to record the results of instrument calibration.

There are several hundred electrical measuring instruments in use by the Department. Obviously, they must be kept accurate. To ensure this, they are regularly checked at the Electrical Testing Division.

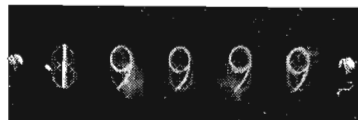
This was previously done by comparing the reading given by the instruments against a master voltmeter. While one operator applied the voltages, and read the results from the pointer deflections on the master instrument, another entered the results on a form. This was tedious and time consuming, owing to the large number of figures that had to be recorded.

The digital voltmeter gives a very accurate reading in numerals (instead of a pointer deflection), and through a drive unit actuates the electric typewriter to record the results.

This ensures more accurate records, eliminates clerical errors, and needs only one operator instead of two. The new system was suggested and developed by Mr. L. A. Dickson of the Electrical Testing Division.



Mr. H. Wilson sets up a multimeter for testing.



The dial of the digital voltmeter shows a reading of .99999 of a volt.

# WHAT IS A TECHNICIAN?

A top level body has agreed upon status guidelines for the sub-professional work force in Victorian industry.

The body—The Advisory Council on Technical Education—was appointed by the State Government, and comprises representatives of the Education Department, Trades Hall Council and Industry.

In a report to the Minister of Education (Mr. Thompson), the Council's Chairman, (Mr. G. F. Brown, who is also Chairman of Commissioners), said that industry had an urgent and increasing need of men as a stable force at the levels of operative, tradesmen, technician and technologist.

"As a basis, it is, therefore, necessary to define all levels and accord them relative industrial status and remuneration, with respective corporate membership of appropriate institutes, to promote respect, and protect standards at each level."

Mr. Brown told Mr. Thompson that the Council had now agreed upon titles and definitions, following substantial thought and research in collaboration with 29 organizations covering a wide range of industry.

Mr. Brown reported that while some element of advanced educational study was essential for staff in the technician field, Council had arrived at these conclusions more on the basis of work value than educational qualifications.

He said it was realized that any definition of *technician* could only be superficial if designed to cover all industries.

The report added that most material requirements could be ordered for reasonably short term delivery, but suitably trained and educated staff could not. If industry was to be properly equipped to meet the future, it must give immediate attention to the matter of staff training.

Titles and definitions at all levels as agreed upon by the Advisory Council are:

## *Operative*

is one who performs the growing number of more or less skilled tasks—often in industries or processes for which there is no trade apprenticeship—and who carried out specific operations involving machinery or plant. In some cases an operator may require a degree of skill close to that of a tradesman, in others the skill can be acquired in a few weeks.

## *Tradesman* is one who

- exercise a degree of practical skill in a wide range of operations and in a variety of circumstances;
- applies the skill of the craft without constant supervision, and in so doing makes intelligent use of standard references (e.g. drawings and specifications) and makes routine calculations and applies standard measuring methods; and
- has the technical knowledge, complementary to the practical skills of the craft, necessary for the technical understanding of the materials and techniques used and for the selection of the best method of tackling a particular job.

## *Technician* is one who

- applies technical knowledge and an understanding of craft skills at a higher level than that of a tradesman, and who undertakes the planning, organizing, and development of the job as distinct from supervisory functions;
- applies technical knowledge and associated skills based on practical training (not necessarily apprenticeship) within a specialized field; or

- applies technical knowledge and an understanding of skills based on a technical qualification and subsequent experience or other acceptable training, and who undertakes the planning, organizing, and development of technical tasks which may or may not involve supervisory responsibilities.

## *Technologist* is one who

- has completed a course of training such as a degree or diploma course or other approved method of training, and who applies the fundamental principles of his profession, and uses his knowledge and experience to initiate practical development, and
- pushes forward the boundaries of knowledge in this particular field by research and development.

Commenting on the report, Mr. Thompson said that, not only had the layman in the street been confused by the use of terms such as operatives, technologists, and technicians, but industry itself had placed varying meanings on the terms.

He felt that the work of the Council would help clear the air.

# RAILWAY BALL



Competitors in the inter-branch competition for the *Witch of the Night* are being watched by some of the 1,200 people who attended the annual Railway Ball held last month at the St. Kilda Palais de Danse. Girls taking part in this event had to pick a pair of shoes from a "witches' cauldron", find the man whom the shoes fitted, and race back with him to the finishing line. The winners were Mr. Alan Russell (Secretary's branch) and Miss Carol Graham.

## CARS BY TRAIN TO MILDURA

PASSENGERS travelling on the Mildura expresses will be able to take their cars with them in the near future. Available on three days a week in each direction, this new service will be on trial for two months. Starting date had not been determined when *News Letter* went to press.

Rate of \$10 per car per single trip will apply to holders of single, return, periodical, or concession tickets, or free passes, but only one motor car will be taken at this rate for any one passenger.

The cars will be carried in a special 2-tier, motor car transport wagon.

At Spencer Street, the cars will be loaded or unloaded at a suitable point with access from the South Concourse.

## NEW FLAT WAGON

SPECIFICATION details for a new 63-ft. long standard flat wagon, suitable for railing containers and general traffic, have been submitted to all Australian railway systems by the Victorian Railways.

By agreement between Australian and New Zealand Railways, the Victorian Railways have been appointed the authority to design the new wagon to save duplication of effort by design staff of all systems.

The design has been based on the use of low-alloy, high-tensile steel for construction, so that a minimum tare weight, estimated at 19 tons, could be achieved.

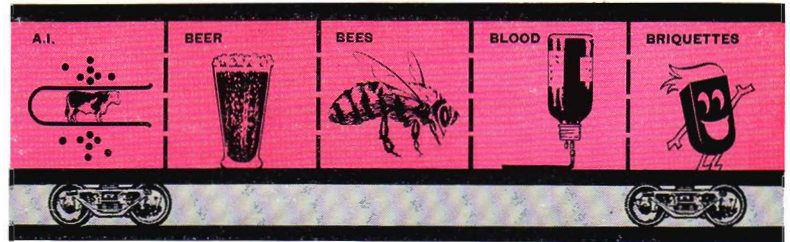
The wagon could carry any of the following combinations of containers :

- three 20-ft. dry containers,
- one 40-ft. and one 20-ft. dry container,
- three 20-ft. refrigerated containers without refrigeration, or
- two 20-ft. refrigerated containers with clip-on refrigeration units and motor alternator sets.

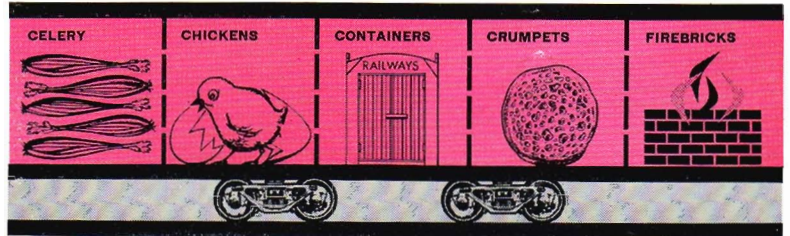
The containers will be secured to the wagon by special corner fittings with horizontal keys similar to those that have been used in Victoria for some time.

In addition, provision has been made for lashing rings, stanchions, bolsters, and securing chains that might be needed when the wagon is used for general traffic.

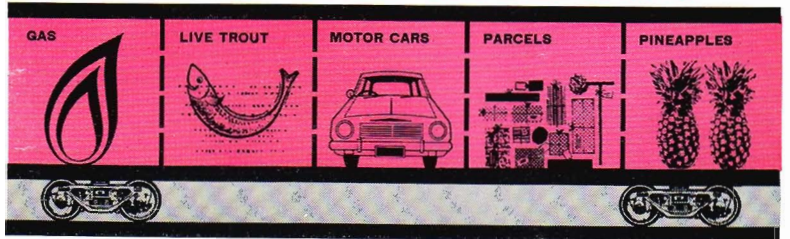
# A V.R. "FIRST"



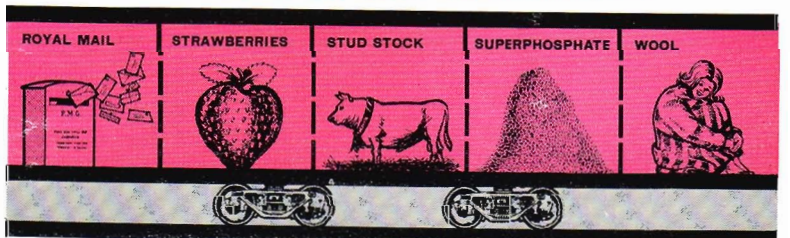
**MEETING EVERY FREIGHTING NEED**



**VICTORIAN RAILWAYS**



**ARE TRANSPORT SPECIALISTS**



NO MATTER WHAT YOU HAVE TO SEND, YOU CAN RELY ON RAIL FOR SURE, SAFE TRANSPORT

When the Department published the above as a full page advertisement in the Melbourne *Sun* on May 28, it was believed to be the first use by an Australian railway system of what is known in advertising circles as R.O.P. (run of press) colour. With R.O.P., the second colour is printed as the newspaper is going through the press. (Normally, colour is printed by running the paper through the presses a second time). R.O.P. colour is therefore more economical, and is also printed with far greater accuracy than was achieved with earlier attempts at two-colour newspaper advertising. (Full colour newspaper advertisements are pre-printed.)

This particular advertisement augmented the current press campaign—"Victorian Railways are transport specialists". As well as using red as a solid colour it was screened to produce a lighter, pink tone. *Sun* representatives told the Public Relations and Betterment Board (that produced the advertisement) that the Department had made the best use, to date, of R.O.P. colour advertising, and the results were closely studied by Melbourne advertising agents.

Incidentally, a V.R. half-page advertisement that had been placed in *The Age* in July 1962, was the only railway advertisement among *Persuasion's* selection of Australia's 100 best advertisements. (*News Letter*, April 1965, p. 61)



# RAIL USERS SAY...

## Toorak

I am writing to express thanks to the station assistants (Mr. W. Pohlke and Mrs. J. Bowman . . . Ed.) who were so kind to my 80-year-old father when he was taken ill recently at the station . . . The attention and kindness they displayed during the wait for an ambulance did much to relieve the tension . . . their first aid training also came into good use . . . *M. Blaskett, Church Street, Carrum, writing to the Stationmaster, Toorak*

## Huntingdale

A letter has been received by the Secretary, from Mrs. I. L. Clark, North Road, Huntingdale, expressing her appreciation for the "cheerful attention given to young and old people alike" by Station Assistant Gavin Young at Huntingdale.

## Warragul

THE president and committee of the Gippsland Field Days express their appreciation to yourself and your staff for the assistance given to exhibitors at the recent Field Days. Several exhibitors are also grateful for the assistance given to them individually. *E. P. Taylor, Secretary, Gippsland Field Days, writing to the Stationmaster, Warragul*

## Tecoma

A letter from a passenger has been received, thanking Station Assistant Mrs. E. M. King, of Tecoma, for lending him his taxi fare when, accompanied by two children, he was overcarried on the train to Tecoma.

## Malvern

I wish to commend to you the kind and sympathetic attention shown to a young girl who had the misfortune to fall on the ramp at the Malvern railway station at 5.10 p.m. on March 27. The staff were very attentive to her, in rendering first aid and making her comfortable in the booking office until she recovered. . . *M. Hallissy, Penton Road, Caulfield, writing to the Commissioners.*

## Bowls results

OUR competitive season for bowls for 1967-68 has ended, and, on behalf of our Match Committee and Council, I thank you and your organization for the great support given to our member clubs during the year. The reception and transport of the results of our metropolitan events, each Saturday night, from the various railway stations to Flinders Street, contributed greatly to the

success of the competition. The co-operation given by the staff of each station did much to help our Association, and we certainly appreciate your interest in the matter. *J. M. Dobbie, Secretary, Royal Victorian Bowls Association, writing to the Chief Commercial Manager.*

## Spencer Street

A letter has been received from Mr. G. England, Manning Street, Geelong, expressing his appreciation for the "kindly treatment" received at Spencer Street station, after he had sustained injuries through a fall. He was also grateful for "what was done to enable us to catch *The Overland*, and particularly for the way in which our travelling cases were looked after".

I would like to report my appreciation of the assistance afforded to me by a clerk in the stationmaster's office at Spencer Street.

On the night of May 8, 1968, I realized I did not have my daughter's rail ticket from Melbourne to Brisbane and it was too late to return to Geelong in time to catch the 6.45 p.m. train to Sydney.

This particular officer was of the utmost assistance, and through his efforts and advice I was able to have the rail ticket delivered to the Geelong railway station in time for its verification to Melbourne before the departure of the train . . .

—*R. F. Merriman, Church Street, Geelong West, writing to the Commissioners.*

## The Overland

HAVING recently travelled to Adelaide by *The Overland*, I must say that the service, as usual, was excellent . . . I would make special note of *The Overland* conductor, Mr. Doodt—he is the most courteous and efficient conductor I have ever come across in many years of travel over the railways of Australia . . . *David W. Hardy, Nantes Street, Newtown, Geelong, writing to the Secretary*

## From England

I have just travelled across Australia from Sydney to Perth by the interstate railways on my way home to Britain. I should like to thank you for a very interesting and exciting journey which was wonderfully integrated. All was most comfortable and efficient. The conductors on every train gave us excellent care and attention and were kind, considerate and cheerful. —*Mrs. Hilda Cox, Salisbury, Wiltshire, England*

## Students' visit

ONCE again, as in past years, I wish to express my sincere thanks to the Board for permitting a party of students from the Advanced Diesel Engine class to visit the Diesel locomotive workshops at South Dynon last Tuesday evening. In expressing our appreciation of this privilege, we would especially commend Messrs. D. Furlong and G. Swift for their interest in giving the group their personal attention. *Fred J. Allen, Principal, Richmond Technical School, writing to the Secretary.*

## Highbett

ON alighting at Highbett on April 1, I realised that I had left my bag in the train. Although it was during the evening peak hour, the staff went to great trouble to recover the bag . . . At 7.45 p.m., the officer on duty rang to say that the bag was awaiting me at the station . . . The service could not have been better. *(Mrs.) K. Peak, Albert Street, Highbett.*

## Ararat

A letter has been received from Mr. H. H. Howlett, Rundell Street, Ararat, expressing his appreciation of the efficient help given to him in a recent accident, by Mr. H. Quick, train controller at Ararat.

## Children's rail tours

DURING the weeks ending March 23 and April 6, rail tours were run through the central and northern districts of Victoria, involving children from the Traralgon Inspectorate. As organizer for these tours I wish to convey my sincere thanks to all concerned. The utmost co-operation received both in the planning and running of these, made my job a much easier one, and definitely played a major part in their success. I was most impressed by the courtesy and patience shown to the children by the train crew—especially the dining car staff. The ready assistance offered to the teachers-in-charge by both them and the station staffs along the route, whenever difficulties seemed likely, was also appreciated.

It brought home to all concerned here what an asset we have in our railway system, and what potential it offers for tours such as ours, because with staff such as we had, success seemed assured.

*B. Sykes, Visual Education Centre, Grey Street, Traralgon, (Education Department of Victoria), writing to the Secretary*

## Metropolitan train running

MR. M. W. B. Ronald has been appointed to fill the new position of Superintendent of Metropolitan Train Running.

Although only in his early forties, Mr. Ronald has had 23 years experience in train running. One of the Department's youngest station-masters, he became a train controller, traffic inspector, assistant to the Superintendent of Freight Operations, and Relieving District Superintendent.

Previously, the duties of his new position were incorporated in the functions of the Metropolitan Superintendent's office. However, the supervision of metropolitan train running has developed into a separate and full time task.



Mr. Ronald (right) has a discussion with Mr. J. Seddon, a traffic inspector at Flinders Street.

## Surface coatings

ALWAYS a good man to meet if you were contemplating a start on the eternal task of house painting, was Mr. D. A. Swires of the Engineer of Tests

Section at Newport Workshops—better known as the *Lab.* For over 20 years—until he retired last month—Mr. Swires had been in charge of the Surface Coating Division, which tests paints, enamels, detergents, solvents and allied products. He was therefore always a repository of the latest information about the ever-changing world of paints.

Mr. Swires began as a junior clerk in 1921 and shortly afterwards joined the *Lab.* when it was in Head Office. Obtaining a diploma in inorganic chemistry, he was appointed an assistant chemist in 1926.

During the Second World War, he went to England to gain experience in aircraft production, and on returning, became inspector of aircraft material at Spotswood.

The best advice he can give to amateur house painters, says Mr. Swires, is to prepare the surface well, select a top quality paint, and adhere closely to the manufacturer's instructions. Paints are steadily improving, he adds, and it is well to keep up with these developments.



Mr. Swires with the portraits of Laboratory staff.

Among the presentations made on his retirement, was a collection of portraits of the present staff and those who worked at the *Lab.* when it was transferred from Head Office to the 'Shops'—about 40 years ago.

## \$1,050 smile



Customers of the railway kiosk at Sandringham station, last month showered congratulations on Miss Maude Bowman, as the news spread of her success in winning the 30Z Lucky Dollar Competition, the prizes for which were \$1,050 and a *Valiant* sedan. Miss Bowman, shown in the kiosk, has been at Sandringham for nearly 15 years.

## Planes and trains

MR. A. E. Chadwick (Chaddy) retired last month, as Carriage Superintendent at Newport Workshops, after working there for over 40 of his 48 years in the railways. During his career, Mr. Chadwick has been engaged as a

supervisor on such diverse projects as the construction of *Spirit of Progress*, and, during the war years, the building of Beaufort bombers and ocean going tugs.

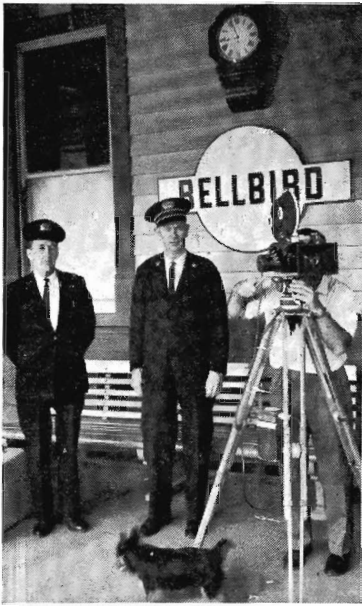
In carriage building, he has seen the change from wood to steel and aluminium, and the adoption of such

new materials as plastics and fibreglass for some interior parts.

Recalling the 1914 drought, Mr. Chadwick maintains that it was worse than the recent one; he remembers that on his parents' property they were reduced to drawing water from old mining shafts for the cattle.

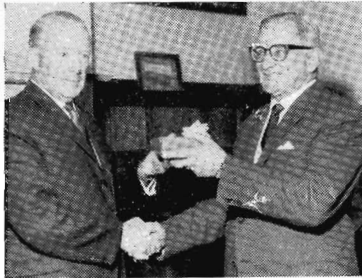


Mr. Chadwick (left) bids au revoir to Mr. W. H. Chapman, Manager of Newport Workshops.



Despite the presence of V.R. Assistant Stationmaster F. Thompson (left) and Stationmaster S. Dando, Bellbird is a station that can't be found on the V.R. system. It exists only on Channel 2. On this occasion, however, the fictional station was located at Healesville.

**Geelong retirement**



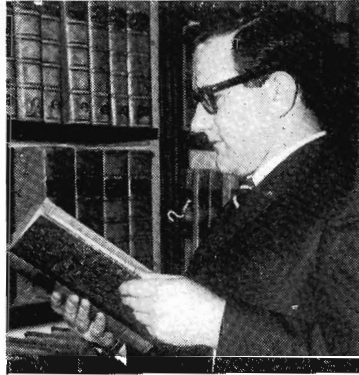
A representative gathering recently attended a function in the District Superintendent's office at Geelong, to farewell Mr. J. C. Edgar and wish him well in his retirement. In addition, many cordial messages were received from other parts of the system. Mr. Edgar had 47 years service, most of them in Geelong, and the last 20 as personal clerk to the D.S. He is shown (right) after receiving a presentation made, on behalf of the staff, by Mr. F. L. Collins, District Superintendent.

**Author seeks rail stories**

MR. Max Brown (15 Vale Street, Katoomba, N.S.W.) is collecting stories about the railways in all states, for a book to be published next year, to celebrate the opening of the uniform gauge linking Brisbane to Perth. He would be interested to hear from railway staff who have a yarn to tell, or an opinion to express.

**Lawyer**

AMONG new lawyers admitted to practise by the State Full Court last month, was Mr. T. M. O'Dwyer of the Railways Branch of the Crown Solicitor's Office. Mr. O'Dwyer started in the railways in 1960 as a junior clerk with the Accountancy Branch. After a short period in the Commercial Branch, he transferred to the Crown Solicitor's Office in 1962, and passed the final examinations of the Articled Clerk's Course last year.



Mr. O'Dwyer

**At Ultima**



A News Letter photographer visiting Ultima, found Rail Motor Driver D. Garcia draining the air reservoir of the rail motor. Mr. Garcia joined the Department in 1953, and has been at Ultima for the past six years. Before that he worked at Echuca. He is president of the local branch of the R.S.L., and a keen golfer.

THE first hostess appointed to an Australian railway was on Spirit of Progress when it went into running between Melbourne and Albury on November 23, 1937. (In those days, the title was "Stewardess".)

**RETIREMENTS**

**ROLLING STOCK BRANCH**

- Jannike, E. A. H., Jolimont, 8/5
- Cunningham, D. P., Ballarat Loco, 8/5
- Don, W. L., E. R. Depot, 5/6
- Eldridge, C. A., Ballarat North, 6/8
- Fox, L. C., Newport, 9/8
- McGregor, D. G., Ballarat, Loco, 13/8
- Cini, G., South Dynon, 19/8
- Picknell, T. H., Newport, 22/8
- Naughton, J. T., Bendigo North, 24/8
- Davies, J. G., North Melbourne, 29/8

**TRAFFIC BRANCH**

- Coakley, J., Macaulay, 9/8
- Dunn, H. E., Geelong, 9/8
- Stratton, G. L., Upper F'tree Gully, 11/8
- Harris, G. J. T., Leongatha, 25/8
- Storer, E. L., Bacchus Marsh, 31/8
- Quail, R. R., Geelong Goods, 8/3
- Mithen, A. F., Melbourne Goods, 20/5

**WAY AND WORKS BRANCH**

- Atkins, A. L. T., Ararat, 22/8
- Beavis, T. W., Hamilton, 25/3
- Campbell, A. F., Geelong, 17/8
- Collins, B., Wangaratta, 9/5
- Entjes, J., Benalla, 18/4
- Frawley, M. F., Springhurst, 15/5
- Gandolfo, V., Caulfield, 5/8
- Holden, G., Leongatha, 12/8
- Kinna, R. B., Hamilton, 1/5
- Kline, A., Special Works, 13/8
- McCoy, G., Shepparton, 12/8
- O'Reilly, L. M., Spotswood, 10/5
- Quarry, W. A., Ballarat, 22/8
- Richards, R. J., Nowa Nowa, 16/2
- Sandlant, P., Beaufort, 18/8
- Scales, T., Kangaroo Flat, 30/5
- Smith, W. G., Sunshine, 19/4
- Turner, N. J., Riddell, 14/8

**STORES BRANCH**

- Shishkin, P., Dynon Area Stores, 24/5

**ACCOUNTANCY BRANCH**

- Sonsee, E. J., Flinders St., 26/7

**ELECTRICAL ENGINEERING BRANCH**

- Sullivan, H. C. G., Light. & Power Division, 17/5
- Hogan, R. J., Overhead Division, 13/6

**NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS**

**ROLLING STOCK BRANCH**

- Donnon, W. J. T., Nth. Melb., 25/5
- McGrath, J. A., Newport, 10/6
- Smith, C. R., Nth. Melb., 23/5

**TRAFFIC BRANCH**

- Hall, S., Melbourne Goods, 1/6
- Bennetts, R. C. R., Spencer St., 21/5
- Issell, S. T. E., Melbourne Yard, 22/5
- Finnerty, J. A., Bendigo, 27/5
- Matulis, V., Thomastown, 6/6
- Dobbyn, J., Ballarat, 9/6

**WAY AND WORKS BRANCH**

- Archbold, L. J., Warrnambool, 20/5
- Bentick, S. R., Korumburra, 29/4
- May, D., Ararat, 1/6
- Robinson, D. C., Moulamein, 22/4
- Torpy, R. K., Spotswood, 1/6
- Waller, B. D., Bendigo, 22/4

**STORES BRANCH**

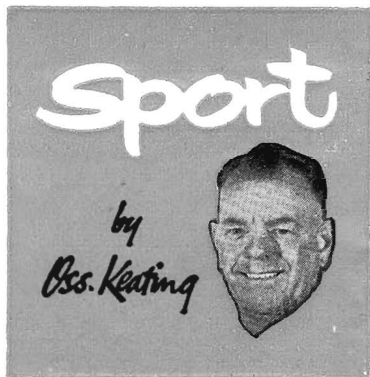
- Swanson, C., Npt. W'shops S'house, 22/5

**ACCOUNTANCY BRANCH**

- Armstrong, R.W., Flinders St., 14/6

**ELECTRICAL ENGINEERING BRANCH**

- Cooke, A. T., Overhead Div. 23/6



## Basketball

IT is very gratifying to report that our No. 1 team, playing in "D" grade of the Business Houses Winter Competition, has suffered only one defeat in 11 games and is clear leader in its section. The No. 2 team, in "G" grade, is having a much harder battle and has been able to win only three of the 11 games played. Nevertheless, so even is this grade, that if the team continues the improvement shown in the last few games, it is still possible for it to make the final four—and if it does that, well who knows?

Our girls' team is enjoying the best of seasons, but the experience gained from expert coaching and playing conditions should ensure a steady improvement.

## Cricket

ALTHOUGH this is the middle of the football season, a reminder of the dates of the 1969 cricket carnival would be in order. This fixture will be held in Perth, from Sunday, February 23 (arrival) to Friday, March 7 (departure).

Railway cricketers who are V.R.I. members, and interested in making this trip, should give me a ring on auto. 2445 for further details.

Keeping in mind that we lost our title last year in Brisbane, the V.R.I.C.A. hope that a first-class side will be available, so that an all-out attempt can be made to regain our lost prestige.

## Carpet bowls

THOSE centres interested in carpet bowls are reminded that the annual V.R.I. tournament will be held in the V.R.I. Ballroom on Sunday, August 18, at 10 a.m. sharp. As usual, a hot midday meal will be served and hot water, soft drinks, etc., will be available.

## Golf

THE June outing, held at Hepburn Springs golf course, resulted in a good muster of 61 players—13 ladies and 48 men. The 18-hole stroke event went to M. Turk in the men's section, and Mrs. Pilmore in the ladies' section.

Winners of the weekly competition at Albert Park over the past few weeks were—R. Rolles, H. Lapsley, K. Bowe and E. McDonnell. It is good to see Reg. Rolles, who has been retired for some years now, holding his own with the young 'uns. It is rather sad to report that Harry Fletcher, popular president of the Club and enthusiastic chairman of the carnival committee, is in Heidelberg Repatriation Hospital. I sincerely hope that by the time he reads this, he is well on the way to a recovery.

Country golfers are reminded that

Country Week will again be held at Rosedale from September 16-19.

## Table tennis

AS this issue of *News Letter* goes to press, our table tennis team is in Brisbane doing battle with N.S.W., S.A., W.A., and, of course, the locals—Queensland—for the right to hold the Commissioners' Shield for the next two years. From reports that have already filtered in, it would seem that Queensland has fielded a much improved team and loom as a big threat to both N.S.W. and ourselves. We'll keep our fingers crossed in the hope that the coaching our fellows have been receiving from the V.T.T.A.'s state coach pays off.

In the internal competition, the final four will consist of Spotswood Storemen, Train Services, Jolimont and Way and Works, in that order.

## MORE DISCOUNTS FOR V.R.I. MEMBERS

THE V.R.I. has added another service which could be of interest, and benefit, to members, particularly country visitors.

Arrangements have recently been made with Chevron Hotel, (pleasantly situated in St. Kilda Road, a short distance from the centre of the city) to obtain for members a considerable reduction in accommodation tariffs. This reduction is so good that it is financially worth while to stay at this luxury hotel while in Melbourne.

For metropolitan members who like to wine and dine, and at the same time see an international floor show, bookings can be made in the dining room at a price considerably less than that charged the general public. This rebate is available only from Monday to Thursday nights. One stipulation for these concessions, is that all bookings must be made through the V.R.I. General Secretary's office, auto 2445.

## SAUNTER TO A SAUNA AT THE V.R.I.

AN additional amenity available to Institute members is the Viking sauna bath recently installed in Room 53, on the second floor of the Flinders Street railway buildings. Authoritative sources state that the sauna has been a part of Finnish life for about 1000 years, and its popularity has gradually spread to other Scandinavian countries. Medical opinion holds that the regularity with which it is used in that part of the world, contributes greatly to the excellent health of the people.

The sauna consists of a wooden room and a heating element (in

Scandinavia, hot stones are used—we use an electric coil), and the temperature remains constant at 175°F. Unlike Turkish and similar baths, the sauna uses dry heat; hot water is used only for washing afterwards.

The Institute's bath is open from 10 a.m. to 4 p.m. on Mondays and Thursdays, and from 10 a.m. to 9 p.m. on Tuesdays, Wednesdays, and Fridays.

The cost to Institute members is only 50 cents for one hour—the period recommended by the manufacturers as ideal for maximum relaxation.

VICTORIAN RAILWAYS

# NEWS LETTER

AUGUST

VR

1968



## V.R. CHAIRMAN ASKS

### IS DISHONESTY INCREASING?

**T**HIS is a question that may well be asked after examining the results of some recent blitzes on fare evaders.

During a recent check, numbers of people who had travelled to the city without buying tickets, claimed to have come from one of the inner suburban stations. Yet the barriers at that particular station had been specially manned, and no one had passed through them without a ticket.

A particularly alarming feature of these special checks is the unduly large proportion of teenagers detected travelling without tickets and who give incorrect addresses.

Each month, up to 500 fare evaders are prosecuted; many of them face several charges, and

finer range up to \$40.

Needless to say, the Department takes a serious view of fare evasion. If it spreads, considerable sums of money will be lost to State finances. This means, of course, a loss to the taxpayers generally, and is particularly unfair to those responsible passengers who provide the revenue to keep train services operating.

The Railways will maintain—and intensify—blitzes on fare dodgers. And special plans are in operation to detect those who travel without a ticket, and then falsely maintain they entrained at one of the nearer stations.

Prevention of fare evasion is a duty the Department owes to the whole community.

### More undergrounds in Germany

**I**N Germany, the present underground systems in Berlin and Hamburg are being greatly expanded, and new ones are being built in Munich, Frankfurt, Cologne, Stuttgart, Hannover, Dusseldorf, Essen and Bonn, reports the *International Railway Journal*.

All but Munich and Dusseldorf are building intermediate-type systems using tram-like vehicles mainly in tunnels. When traffic volumes will justify full rapid transit, conversion will be a simple matter.

Munich and Dusseldorf, on the other hand, elected to have full-scale metropolitan railways from the start.

Other systems are in the advanced planning stage—Nuremberg where a full-scale underground railway will be built, and Bochum, Duisburg, and Dortmund, with intermediate types.

Details of some of the German undergrounds are:

- Munich—Construction of the first of three underground lines, with a total route length of about 22 miles, is now under way. The first north-south line should open in time for the Olympic Games of 1972.
- Frankfurt—Begun in 1963 and subjected to financial delays,

the first section should come into use this year. The railway will comprise about 31 miles of track above ground and 37½ miles in tunnel. There will be 82 underground stations.

- Hamburg—Work is advanced on the new 4-mile in-town underground line between Berliner Tor and Schlump. Automatic train operation is being tested for this line.
- Westphalia—It is planned to build up a series of transit-like systems linking many good sized cities in the North Rhine-Westphalia region, especially the Ruhr complex.
- Stuttgart—A short section of tramway subway is already in operation and a 1½-mile section is now under construction.
- Cologne—The central section of the nearly 14-mile tunnel network, started in 1963, will open this year and the northern arms from Central station to Ebertplatz will follow.

### Melbourne's underground

**T**HE history of proposals for Melbourne's underground goes back to 1929, when the Metropolitan Town Planning Commission recommended the construction of a Melbourne underground railway as

the best means of overcoming congestion.

Under the City of Melbourne Underground Railway Construction Act, No. 6652, approved by the Victorian Government in 1960, provision was made for a system of four parallel but independently operated loop lines connecting with all suburban lines, except those from Port Melbourne and St. Kilda.

Passengers would travel between suburban stations and any of the three underground stations conveniently located around the city, as well as Flinders Street and Spencer Street.

The planning and building present no problems; the missing ingredient is finance.

### Line to Barry Beach

**T**ENDERS have been called by the Railway Construction Board for the building of a railway from near Welshpool to Barry Beach.

The line will be approximately three miles long, including sidings, and will cross gently undulating sandy country to the natural gas off-shore drilling marine terminal at Barry Beach.

It is anticipated that the supply of construction and maintenance materials for underwater pipelines and off-shore facilities currently being developed by Esso Exploration and Production Australia Inc., and Hematite Petroleum Pty. Ltd., will make building the line a satisfactory proposition.

Permanent way materials will be supplied by the Victorian Railways, but all work will be undertaken by the successful contractor.

This will be the second new branch railway to serve industrial complexes to be commenced this year, the other being to the Western Port area.

### FRONT COVER

**SINGING CHEF:** the younger visitors to the official opening last month, of the new Portland station and freight terminal, were not overlooked. Railway Chef Dick Parry, a well-known radio and TV personality, was persuaded to take a few moments off to entertain several hundred of them, after the opening ceremony, and unveiling of the plaque (seen set in the wall) by the Hon. Vernon F. Wilcox, M.P., Minister of Transport. (See story on page 116)

## Freeways and cities

**T**OO many freeways ruined the aesthetic appeal of large cities, the Premier, Sir Henry Bolte, said. (*The Australian*, 11/7/68).

He said he supported the building of freeways but hoped it could be done without introducing great slabs of concrete to Melbourne.

"Cities such as San Francisco and Los Angeles have been turned into a shambles by their concrete freeways," he said.

"They're not cities any more, they're race tracks".

Sir Henry was commenting on the Victorian Government's most recent request for Commonwealth funds to build Melbourne's underground railway.

He said he thought an underground would solve Melbourne's traffic problems better than more freeways.

It was in the Commonwealth's interest that Melbourne and Sydney had efficient and well-run transport systems.

The Australian economy was to a large extent dependent on its two major cities.

"It's no good the Commonwealth putting money into beef roads and other outlying projects if the cities become strangled with traffic," Sir Henry said.

## Portland-Mount Gambier service

**A** new overnight express goods service between Melbourne and Portland-Mount Gambier, began on August 5. It reduced previous schedules by at least eight hours.

The new service, operating from Mondays to Fridays, was the result of reviewing time-tables in the light of the growing importance of Portland Harbour and the requirements of Mount Gambier as an expanding industrial centre.

The train from Mount Gambier also provides an improved service for industrial establishments in districts near Mount Gambier.

## Record for *The Jet*

**T**RAIN tonnages last month, reached a weekly record of 38,266 tons for the Melbourne-Adelaide fast freight service—*The Jet* service as it is popularly known by railwaymen and freighters. The record tonnage was carried on 30 trains between the two capitals during the week ended July 20. A large proportion of the record tonnage included general goods, motor cars, and steel. Trains on the service have an average of 65 vehicles each.

## Tyabb railway

**B**UILDING a new line to the site of the proposed industrial complex at the Long Island area at Western Port began last month. The work will be done by J. R. E. Taylor Pty. Ltd. at a cost of \$103,000.

The new Long Island line, about 1½ miles long, will branch from the Stony Point line half way between Tyabb and Hastings.

The first industry to use the line when it is ready, late this year, will be Cresco Fertilizers Ltd. for traffic to the company's new fertilizer works.

The line will give easy access to rail facilities for any new industries to be built in the Long Island area.

## Costly car parks

**U**NDERGROUND car parks cost about \$4000 a car space, compared with \$2000 above ground, in U.S.A. This was said last month by Mr. J. W. King, managing director of Kings Parkade Ltd. and Kings Parking Company, following his return from the U.S. and Canada, where he inspected parking facilities.

## Level crossing fine

At the Mildura Court, last month, a motorist was fined \$14 and \$14.64 costs for having failed to stop on the approach side of a level crossing after an approaching train had given an audible signal.

# "PETROL STRIKE" COMMENT

## What did Mrs. Everage eat?

**W**HEN entertainer Barry Humphries reached Melbourne by *The Overland* during the July grounding of aircraft by the "petrol strike", he commented "It was outrageous—all they gave us to eat was an apple and a cup of tea".

Didn't he really know that his Continental breakfast, served to all passengers on *The Overland*, consisted of fruit juice or tomato juice, two rounds of toast, butter, marmalade jam or honey, a piece of fruit, and tea, coffee, or a glass of milk?

Did Mrs. Everage unknowingly eat the rest?

## Buffet cars

**I** am writing to strongly commend the staff and service recently with regard to the buffet cars on the N. E. line.

As you are aware, the petrol strike caused large numbers to travel interstate, and the service on *Spirit of Progress* on Sunday 14.7.68 was

## Gaol for breaking into station

**I**N a suburban court last month, a young man was sentenced to 12 months gaol for breaking and entering a counting house, and being on railway property without lawful excuse. A youth, who was charged at the same time, was given a three-year bond. Evidence was given by a constable that, after receiving a message to go to Hampton railway station, it was found, on arrival, that the window of the booking office had been broken.

## Automatic ticket collection

**A**UTOMATIC ticket collection equipment, developed by Litton Industries, will be installed on the 12-station, 14-mile long *Speed Line* now under construction at Philadelphia (U.S.A.).

Trains on this new suburban line will run at two-minute intervals, and cover the entire route in 23 minutes.

Passenger gates at the 12 stations will operate automatically, actuated electronically by single or multi-trip, magnetically coded tickets purchased from nearby vending machines.

The computerized fare collection system for the *Speed Line* will require 58 four-door gates, 3,000,000 magnetically encoded tickets, and 60 ticket vending machines.

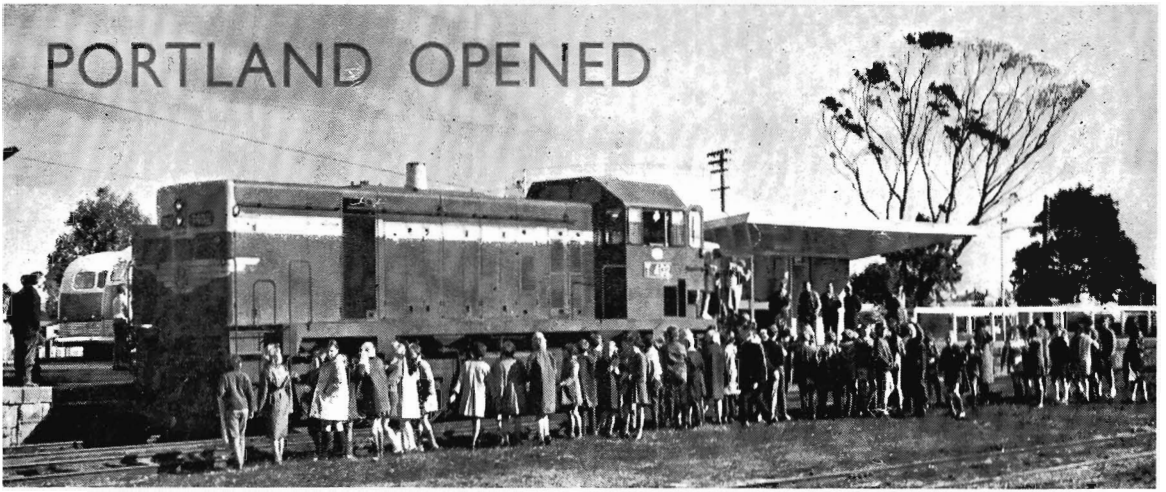
carried out under most difficult conditions. Erstwhile "airway types" were demanding everything at short notice, long queues stretched along the train. The young ladies of the staff carried on with commendable cheerfulness, and the food was nicely served and hot.

On returning on the 3.10 p.m. up from Albury on July 15, a very large number of school children travelled back from mid-year boarders' holidays. The Mini-buffet staff also gave excellent and cheerful service in spite of four extra carriages from Wangaratta.

I have travelled a very long time on the lines of the Department and know that railwaymen and women are human beings and deserve credit for doing a good job under difficult circumstances often outside their control.

—(*The Rev.*) L. Marshall-Wood, George Street, Fitzroy, writing to the Secretary

# PORTLAND OPENED



Children from five schools attended the Portland opening; some of them are inspecting a diesel locomotive.



Mr. Wilcox unveils a plaque commemorating the opening of the new rail terminal.

ON June 29, the new Portland station was officially opened by the Minister of Transport, the Hon. Vernon F. Wilcox, M.P. The official party included Messrs. G. F. Brown, Chairman of Commissioners, E. P. Rogan, Deputy Chairman, and D. K. McKellar, M.P.

The new station has been built on the site of the old Portland North station (see *News Letter*, October 1967).

History is, of course, in the air at Portland, and some interesting facts can be culled from early records. The station has now resumed, after 70 years, its original name. When it was opened, 90 years ago, the station was then known as Portland, and its seaside neighbour, about a mile away, was called Portland Pier. On March 1, 1897, Portland Pier became Portland, and Portland was changed to Portland North. That was the situation until May 6, this year, when Portland North assumed the name and terminal functions of Portland, and the latter was closed. (*News Letter*, June 1968, p. 84).

Services to Portland officially began on December 19, 1877. At that time, the passenger train left Melbourne at 6.30 a.m. and reached Portland at 7.16 p.m. In the opposite direction, the train departed from Portland at 10.15 a.m. and arrived at Melbourne at 11.6 p.m. Thus a trip to Melbourne took almost 13 hours. Today it takes just a few minutes over seven hours. Soon it will take less.

In his address at the ceremony, Mr. Brown stressed that the railways would keep pace with the expansion of Portland, and there would be no problems moving goods in or out.

Mr. Wilcox pointed out that with the greater importance of Portland as a seaport, there should be a considerable increase in rail traffic.





# SPEEDING the message

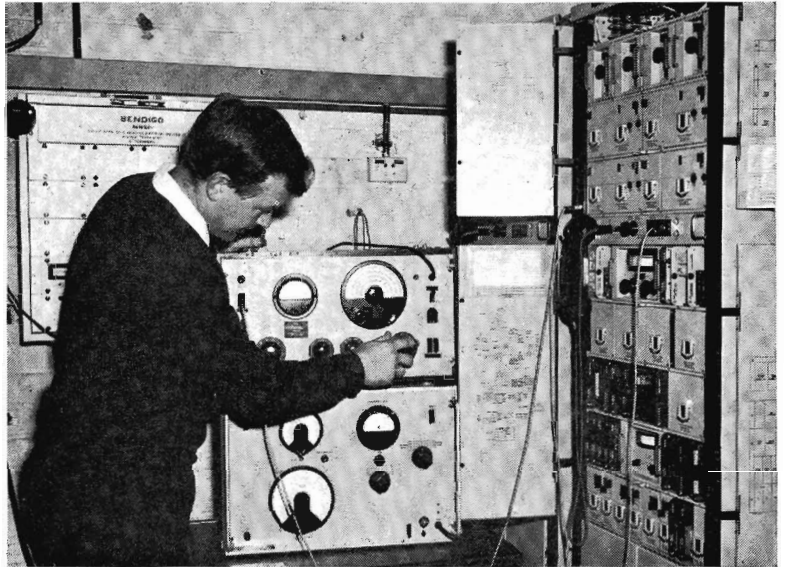
**G**OOD communications are as vital to a railway as nerves are to the body.

In effect, the telephone and teleprinter are the "nerves" of the railway. They carry the streams of messages that enable the swift and safe shuttling of trains and vehicles over the steel network.

Communications must be both reliable and fast. It has been said that, during the Second World War, an urgent message from Washington to the commanding officer at Hawaii, warning of a likely attack, was blocked by failure of the military circuits. It was accordingly re-routed over a commercial under-sea cable. As a result, the message was delivered about eight hours *after* the Japanese raid on Pearl Harbour, instead of half an hour *before* the attack—the time it would have arrived if sent over the military circuits.

The need for good communications was grasped early by the V.R. The installation of the selector system of telephones, between stations and train controllers, began as far back as the late 'twenties.

In those days, competition with the



In the Head Office exchange, Actg. Exchange Mechanic-in-Charge R. Burt measures the performance of one of the carrier telephone and teleprinter terminals. The equipment in this room enables up to 16 simultaneous telephone conversations to be carried by a single pair of wires. Each telephone channel can carry up to 24 teleprinter circuits.

railways was in its infancy, and the steel way had nearly a monopoly of transport. With the rapid growth of competing systems, offering fast

transport, and using facilities provided by public money, good communications became even more necessary than ever to the railways.



The Teleprinter Room in Head Office where 4,000 messages are handled each working day.

And speed is the important word today. Obviously it's no use asking a station to have urgently needed livestock vans taken off a train of empties, and re-routed elsewhere, if the message cannot get there before the train. A manufacturer, for example, may wish to cancel interstate wagons ordered for a particular day, and run them the following day. This means that the wires will be busy altering train crew rosters and other arrangements right through to, say, Sydney. Locating loaded wagons for customers is another service that must be done quickly if it is to be of any use at all.

## Can save money

This is the era of specialized wagons designed to carry one type of traffic only. Good communications are particularly important to ensure that these vehicles will be on the spot when they are wanted. Indeed, speeding the message may, by making better use of all rolling stock, avoid

the heavy capital costs of building more. Better communications can, in this way, pay for themselves.

The growth of business generally, as well as pressure from competitors, has increased the demands on railway telecommunications.

### “Wired wireless”

These demands have been economically met by the adoption of carrier telephony, or as it has been humorously called, *wired wireless*. Using the early telephone techniques, one pair of wires could carry only one speech channel. If expanding business required another channel, another pair of wires was needed. At today's prices, this could cost about \$400 a mile—close on \$80,000 for a pair between Melbourne and Albany. This is a minimum cost; if additional cross arms or poles are required, the cost could rise steeply.

To the rescue came the electron tube of the same type used in radio. Without going into technical details, it may be said that carrier telephony consists in using telephonic speech to change—or modulate—high frequency waves that are transmitted over the telephone line. As they are of higher frequency than that of the normal telephone conversation, they do not interfere with it. The effect is the same as adding another pair of wires. As the telephone engineer says, another channel has been added. By confining each channel to a particular band of frequencies, up to 16 conversations are

sent simultaneously over the one pair of wires on the V.R.

For example, the telephone line between Albion and Wodonga has 14 pairs of wires that altogether carry 40 telephone circuits, 30 teleprinter circuits, and 900 C.T.C. functions. This line was specially built for the standard gauge track, at a cost of about \$1 million.

Carrier telephony was introduced on the V.R. just after the end of the Second World War. Major centres to which it has since been extended include Ballarat, Maryborough, Geelong, Camperdown, Ararat, Wodonga, Albany, Bendigo, and Traralgon. In the near future, lines to Korong Vale, Hamilton, Serviceton and Wolsley (S.A.) will be connected to Melbourne by carrier circuits. All new equipment makes use of transistors, and is very compact.

These modern telephone channels can also carry data for computers.

### V.R. communications

Broadly speaking, it can be said that there are six main systems of telephony on the V.R.

- selector telephones between stations, etc., and train controllers;
- inner suburban lines from automatic exchanges at Head Office and Spotswood;
- harmonic (party) lines, mainly in the outer suburban area;
- trunk lines using multi-channel

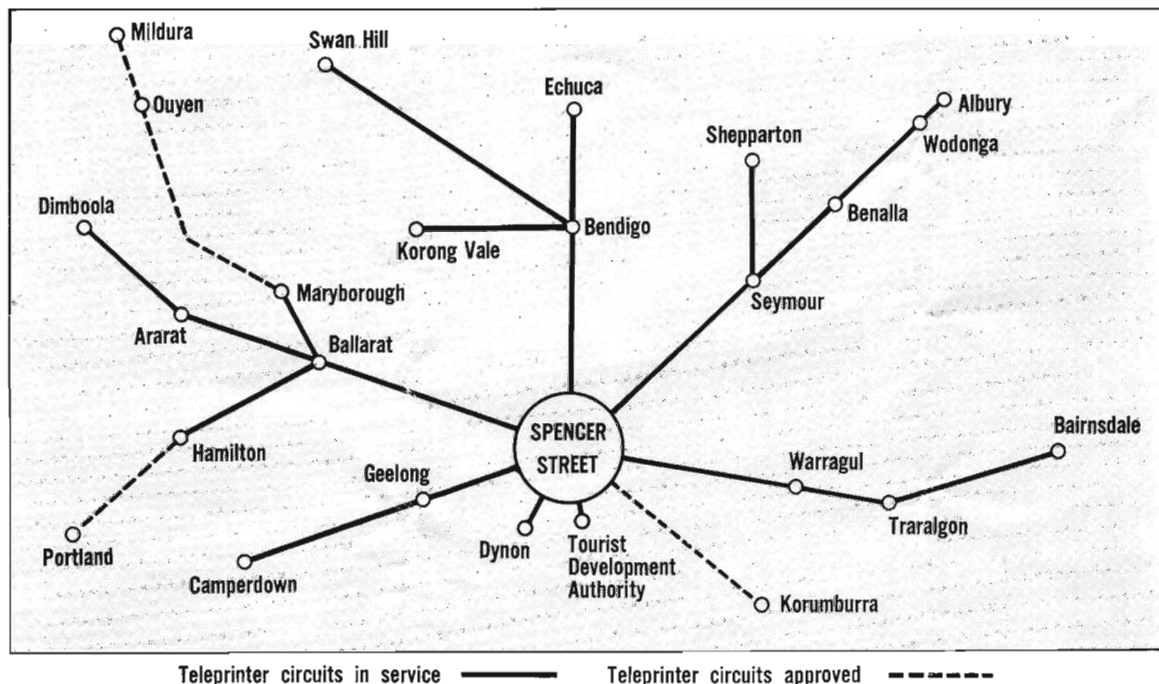
techniques, and connecting the main centres throughout the State;

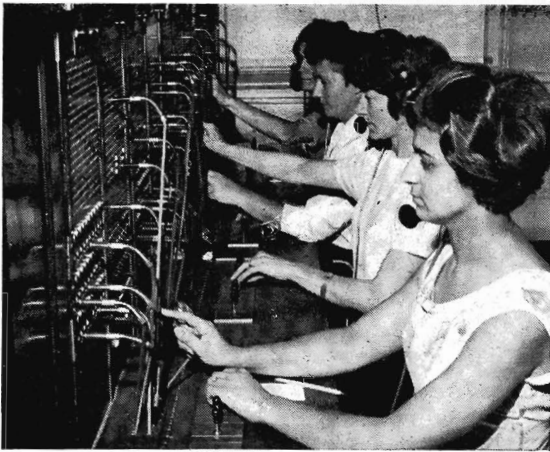
- an automatic exchange (for use by the Electrical Engineering Branch) linking the Power Operations Room with suburban sub-stations etc.;
- a signal post telephone system with selector 'phones at each home signal on the standard gauge line, for communication between train drivers, trackmen and train controllers.

As well as these, there is the teleprinter system (see diagram) which has almost entirely replaced the Morse telegraph. Only two Morse circuits remain, and they could be replaced by teleprinters in the near future.

### Some recent improvements

The latest major improvement to V.R. communications is the new Spotswood exchange which opened on July 1. In effect, it is a second main exchange (P.M.G. No. 391 5111), Spencer Street Head Office exchange being the first (P.M.G. No. 62 0311). Installed to cope with a concentrated local telephone traffic, it replaced four manually operated switchboards. It considerably speeds up calls to and from this area where so many important railway operations are concentrated. For example, a call from a country centre to that area, previously needed operator assistance at Spencer Street and Newport or





Telephonists working at the switchboard in the Head Office exchange. Up to 30,000 calls pass through this exchange each working day.



The building that houses the new exchange at Spotswood that opened on July 1.

Spotswood ; now, the country operator can get direct connexion to the wanted party. And at the end of the conversation, the lines are automatically released. All the facilities at Spencer Street, such as inquiry calls and transfers, are available in the new exchange, which has a capacity of 500 extensions.

During those periods when the manual switchboard for P.M.G. calls is unattended, incoming postal calls are automatically directed to pre-determined extensions from which calls can be transferred as required.

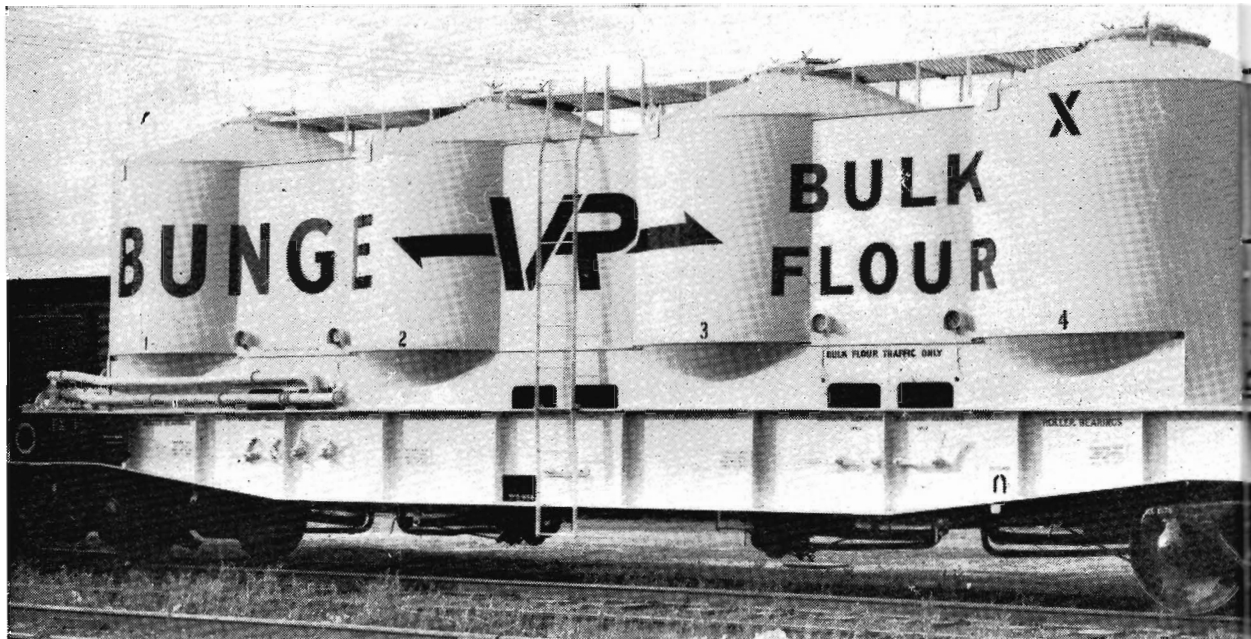
There are three country automatic telephone exchanges, Geelong, Ballarat, and Bendigo. The latter has recently been replaced by a new automatic exchange as a result of the fire that seriously damaged the old one. The new Bendigo exchange has some special features. Extensions can dial automatically into party lines used for station to station communication, and there are special arrangements for night calls. After the day shift finishes, provision is made for direct trunk dialling, on railway circuits, into the Melbourne network. Calls that are not answered immediately on any extension, are not lost but re-directed to an operator in the exchange, as is also done at Spotswood.

The exchange for the group of lines between the Power Operations Room and electrical sub-stations was replaced last year by a modern automatic exchange. This group is isolated from the general railway circuits, and is used for the maintenance and operation of the electric traction system.

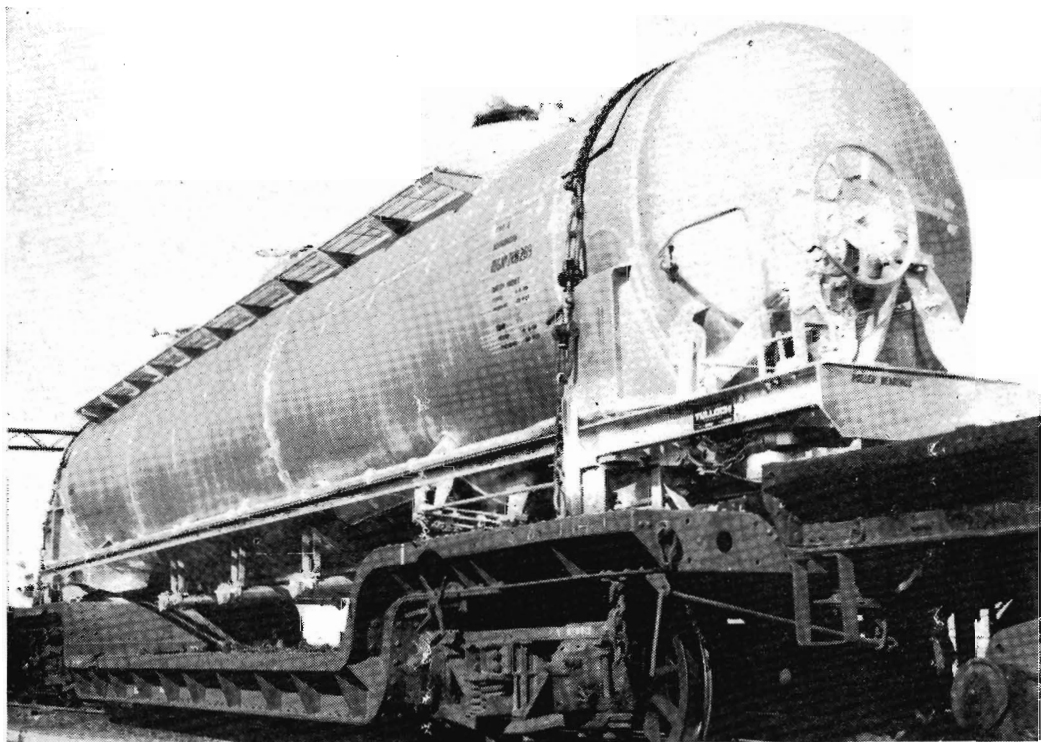
At the Departmental Printing Works, North Melbourne, a manually operated telephone switchboard was replaced this year by an automatic branch exchange with 16 extensions.



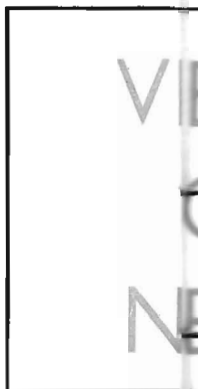
Telephone Technician P. Wells at work in the new Spotswood exchange.

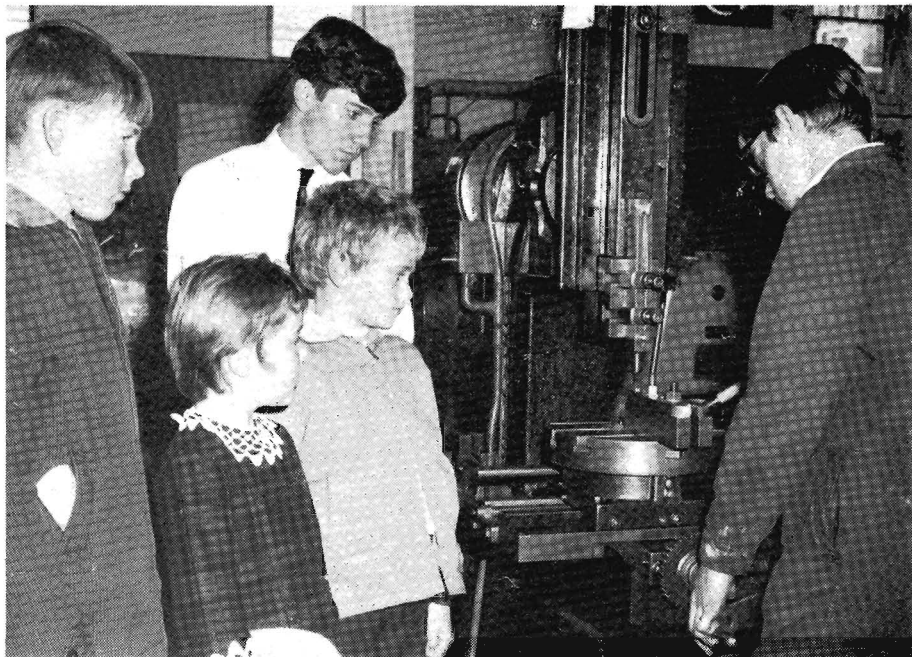
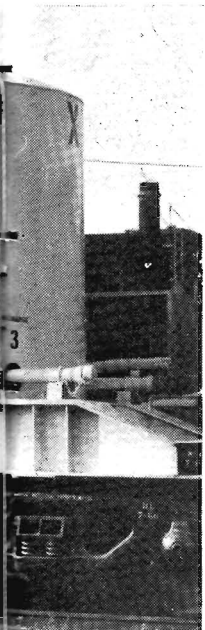


**BULK FLOUR:** This new FX bulk flour wagon has gravity fill, pneumatic discharging, and roller-bearing high speed bogies. The four hoppers have a total capacity of 2,348 cu. ft. A 1/12th scale model of the wagon will be among those on display at the V.R. exhibit in the Royal Agricultural Show next month.



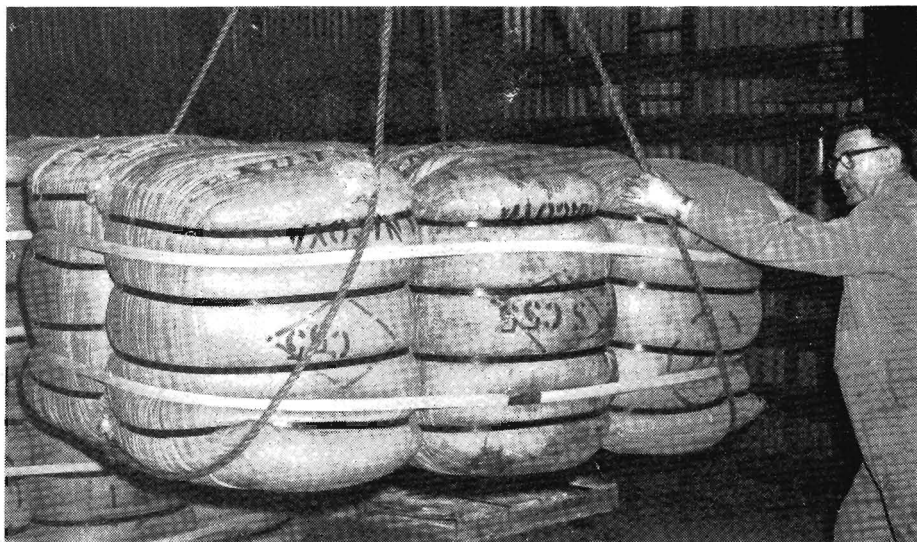
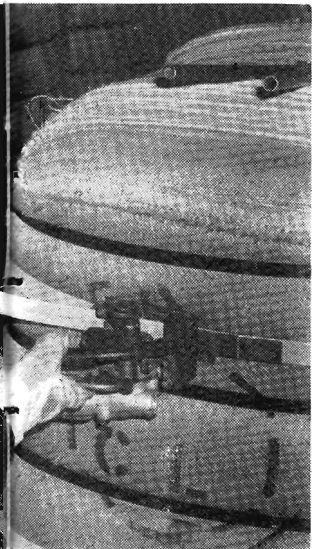
**ALUMINIUM TANKER:** This 12,000 gal., aluminium, rail tank car is shown at Dynon, en route to W.A. Built by Tulloch Ltd. for Mobil Oil Australia Ltd., the tank car will be used on the W.A. Government Railways narrow gauge system. It is believed to be the first self-supporting aluminium, rail tank car in the world.





**TRAIN TRIP AS PRIZE:** A train trip from Shepparton to Melbourne was the prize for each of the winners in a drawing competition organized by Goulburn-Murray Television Ltd. of Shepparton. On arrival at Spencer Street, the children were met by a Commercial Agent and taken on a tour of some railway installations in the metropolitan area. At Newport Workshops, John Darveniza, Judith Green, Andrew Garcia, and Stefan Berg are watching operations in a manual training centre.

NEWS  
OF  
NEWS



**WOOL:** At the Montague Shipping Shed, wool is being strapped into units of six bales for shipping abroad. The steel bands are strapped on at a pressure of 90 lb., and each band has a breaking strength of 3½ tons. Operated by compressed air, the strapping machine enables two men to strap 15 units an hour.

◀ The strapped wool bales are ready for loading into rail wagons for delivery to ship's side.

# BLOOD . . . URGENT

**E**VERY year more than 21,000 pints of life-saving blood and blood products are rushed by train to about 130 hospitals throughout the state, from the Red Cross central blood bank in Melbourne.

Almost every day of the week, blood is railed. It is sent in pint bottles or plastic containers which are enclosed in insulated cans. An anticoagulant prevents the blood from clotting, and a small amount of a chemical solution keeps it in good condition during storage and travel.

The containers are placed in insulated cans with frozen plastic jelly added so that the blood will remain at the desired temperature—38° to 45°F. (just above freezing point).

Many Victorian hospitals have their own blood banks and the blood railed to them is for replacement purposes.

Blood is being continually sent to hospitals because it remains suitable for transfusion for only about 15 days. After this time, the red cells become too fragile.

However, the plasma from this "outdated" blood is not wasted, but railed to the Commonwealth Serum Laboratories in Melbourne where it is processed into a number of clinically useful blood derivatives.

In Melbourne, blood is regularly railed to suburban hospitals at Frankston, Sandringham, Dandenong and Box Hill, and to many private hospitals.

Explaining why blood is railed to these "near" hospitals, the Director of the Red Cross Blood Transfusion Service, Dr. J. P. Morris, said: "In most cases, particularly in peak period traffic, blood gets to these areas quicker than by taxi."

When the Red Cross mobile blood bank unit visits country centres, blood samples from donors are forwarded to Melbourne by train for testing.

Samples from country hospitals at Bairnsdale, Bendigo, Castlemaine, Hamilton, Horsham, Leongatha, Portland, Stawell, Swan Hill, Warragul and Wangaratta, are similarly railed to Melbourne for testing at the Red Cross blood bank.



At the Red Cross central blood bank, Miss Irene Bolger (left) and Miss Susan Gamble pack blood for dispatch to suburban and country hospitals.



Samples of blood railed from a country hospital are received at the Red Cross central blood bank for testing by Mrs. Susan Williamson.

# THE V. R. IN OILS



Michael Kubrak varnishes one of his works.



5.15; Platform 7, the largest canvas in the exhibition is 10ft. by 4½ ft., and was suggested by peak hour crowds at Flinders Street station.



*The Loneliness of the Long Time Waiter* has a background of familiar V.R. posters.

DESPITE the columns of prose turned out by rail enthusiasts—particularly admirers of the steam locomotive—it can hardly be said that railways have inspired many poets, painters, or musicians. There is, of course, Stephen Spender's poem, *The Express*, and concert goers may recall Honegger's *Pacific 231*, scored for a full orchestra, and which, despite dieselisation, still occasionally thunders through the concert hall.

However, the Victorian Railways have provided the inspiration for all the 15 oils in a young Melbourne

artist's first exhibition in that medium. His name is Michael Kubrak, and the pictures were exhibited at the Middle Park galleries last month.

Like so many artists, Michael wants to make people more aware of their surroundings.

"Railways play a big part in the lives of Melbourne's people," he says, but "so many take them for granted . . . they fail to observe".

This is revealed in his work. The people depicted—on a platform, against a group of posters, or in



Portrait of a railway worker. Van Gogh painted the local postman, and now the bearded features of *Roulin the Postman* peer out from many a suburban living room wall throughout the world. Perhaps this railwayman (name, at present, unknown) could, one day, achieve similar fame.

carriage doorways—are unconscious of the background. Immersed in their thoughts . . . absorbed by their worries . . . they see nothing of their surroundings . . . they just wait.

Michael, a former National Gallery student, has been a rail user himself for the past eight years. And perhaps the fact that his father is a car builder at Newport Workshops might also have influenced his choice of a railway theme.

In working, Michael makes pencil sketches and notes in the open, and does the painting in the studio.

# ROBBERY ON TRAIN



One charming "bandit" bails up the Mayne Nickless guards, while the other makes off with the film.

FOR the Melbourne preview, last month, of the film *Robbery* (based on England's big train robbery of a few years ago), the distributors had the novel idea of showing the film on a special train. Guests arrived at Spencer Street in Mayne Nickless armoured cars, and the train, with dining car attached, left for a trip to Donnybrook and

return.

On the way, to create an atmosphere for the film, a "hold-up" occurred. Armed and masked youths, and two mini-skirted "bandits" boarded the train, threatened Mayne Nickless guards, and unsuccessfully attempted to purloin the film.

After the preview, lunch was served in the dining car.



The movie projector can be seen at back of carriage. In front are TV personalities Ron Casey (left) and Lou Richards.

## IT'S TIME FOR SHRUB PLANTING



At the Nursery, Gardener G. Conroy (left) and Nurseryman W. Hornbrook select shrubs for dispatch to a station.

IT'S still not too late to plant some trees or shrubs to improve the surroundings in which many of us spend much of our working lives. And it's worth remembering that there's \$2,408 to be won in prizes for the current competitions in tree planting and decoration of stations, etc. Individual prizes range from \$10.50 to \$51.

The Departmental Nursery at Flemington Bridge is now busy sending out trees and shrubs, and seedlings will be available in spring. Each year, the Nursery dispatches about 3,000 trees and shrubs for the improvement of railway property. Only hardy varieties are grown at the Nursery, and those sent out are selected according to their suitability for the district in which they will be planted.

Advice is readily obtainable from the Nursery (telephone 81J), but requests for shrubs, etc. should be made through the head of the applicant's branch.

EACH year, the Department carries about 26 million gallons of beer to help quench Victorians' thirst.



## Overseas scholarship



Mr. Clarke on the job at Newport Workshops.

LAST month, Mr. John A. Clarke, a boilermaker-welder at Newport Workshops, was formally presented with a Victorian Overseas Foundation Scholarship by the Lieutenant-Governor (Lieutenant-General Sir Edmund Herring). This was only the second time that a V.R. man had gained one of these scholarships since their introduction in 1957. They are provided each year, for outstanding, qualified tradesmen between 21 and 25 years of age. The winners are enabled to go overseas, for up to two years, for training, work, and study in their trade.

Mr. Clarke completed his apprenticeship in 1966, and in the same year went to Brisbane to receive the Australian Welding Institute's *N. J. Horton Apprentice Opportunity Award*. He is a fourth generation railwayman.

A keen sportsman, John plays football for Altona seniors, in the Metropolitan League, and for some years has been a member of the Altona Yacht Club.

### This was a production order !

A letter from Mr. G. E. Morris (retired Newport Workshops signwriter) recalls that in 1915, he worked on the mobile operating theatre referred to in the *May News Letter*. Mr. Morris says that, as the workshops did not have the present costing system using numbered production orders, all costs were charged to *The Ladies and Gentlemen Lawn Tennis Players of Victoria Operating Theatre Fund !*

## Ararat servicemen's night

WITH one of the best roll-ups for a long time, more than 80 members of the Ararat Branch of the V.R. Returned Servicemen's Section and guests attended the branch's recent annual smoke night.

The night, convivial and informal, was marked by many tributes to the work of the Section in looking after the interests of surviving and deceased servicemen and their dependants.

The gathering was also pleased to welcome back two local railwaymen recently returned from service in Vietnam.

Guests included the Deputy Chairman of Commissioners, Mr. E. P. Rogan; Staff Board Member, Mr. V. A. Winter; State President of the V.R. Servicemen's Section, Mr. H. L. Wignall; the Section's Secretary Mr. H. F. O'Brien; other representatives of the Section in many country districts; and senior Departmental officers in the Ararat district.

Entertainment during the night was provided by professional artists who were highlighted by a combination called the Ballarat *Skiffle* band, a group of three with ingenious equipment that simultaneously rendered piano, organ, string bass, trumpet, and mouth organ music.

An excellent dinner and supper were supplied by the Ararat Branch Ladies Committee. The ladies were



Posing for the camera at the V.R. Returned Servicemen's Ararat Branch smoke night, Mrs. C. Edwards has accepted a sheaf of flowers, on behalf of the Branch's Ladies Committee, from the Branch President, Mr. A. Newton.

accorded unanimous appreciation for their efforts in making the night a success, and a presentation was made to the committee.

## Seymour farewell

NEARLY 100 railwaymen, including executives from Head Office and representatives of other branches, assembled at Seymour recently to farewell Mr. H. P. Ward who has been sub-foreman there for the past 21 years. Tributes to Mr. Ward's knowledge, and ability to handle major crises were paid by several of the speakers; others stressed the happy staff relations that existed with him.

## Lifetime at North Melbourne



Probably many railwaymen who have worked in the North Melbourne area during the last half-century know Mr. C. W. (George) Branch, for he began in the North Melbourne yard as a gas boy in 1919 and was at the Workshops there until his retirement recently. Shown being farewelled by some of his friends, Mr. Branch was well known at Spotswood and Newport Workshops as, during the past 10 years, he had made daily trips with correspondence between the three 'Shops.

## Educated dog



Mr. Bell and Black Zee

MR. J. H. Bell, a welder at Newport Workshops, appeared recently, with his educated dog, Black Zee, on Channel 9's Tarax Hour. The dog answered questions about the number of days in the week, the number of legs a dog

should have, did sums, and displayed some football knowledge. The replies were given by Black Zee selecting the appropriate cards; she hasn't learnt to talk—yet.

## Received your ballot paper?

BALLOT papers for the election of V.R.I. councillors have been sent to Institute members eligible to vote. They must be returned by Saturday, September 14.

In addition to the normal ballot, the Institute Council is conducting a referendum asking for authority to change the constitution to provide for triennial instead of biennial elections.

Out of 15,500 Institute members, about 13,700 are entitled to vote. Unfortunately, the ballot papers returned in previous elections have not approached the latter figure.

To help members gauge the worth of candidates, a short note on the Institute activities of the candidates is shown on the back of each ballot paper.

Members who have not received a ballot paper by the end of August are asked to advise the V.R.I. General Secretary so that a duplicate may be issued.

## A second Lionel Rose?

ACCORDING to sporting writer Steve Hayward (*Herald* 11.7.68) Victoria has another aborigine who is headed for the boxing heights. He is Harry Hayes, who is working with the Morwell Points and

Crossings Gang. He is being trained by a railwayman—Frank Oakes, a foreman in the Way and Works Branch, who also trained Lionel Rose as an amateur.

Sighting the 18-year-old Hayes to reach the class of world bantam weight Rose is not mere wishful thinking, says Steve Hayward. Hayes has won his eight professional fights following a 15-bout amateur career. He is a more versatile and skilful boxer than Rose was at the same professional stage. And like Rose, Hayes carries punching authority in each hand.

Hayes, although a natural flyweight has had to step up to higher weight divisions to get fights. Last month, he gave away 6 lb. in soundly beating Santo Rizo, a featherweight, in the main event 6-rounder on Channel Seven's TV Ringside.

## Portland co-incident

MR. Ivan Smith, Acting Road Foreman at Hamilton, who has been involved with the relocation of Portland station at North Portland, happened to mention this in a recent letter to his mother who is aged 75. She replied that her father, William Backhouse, was the fireman on the first train to run to Portland, 90 years ago.

## St. Albans

LOCAL businessmen as well as railway colleagues attended a social evening at the new St. Albans Hotel, last month, to bid au revoir to Mr. A. H. Johnson, who had been stationmaster of St. Albans for the past 18 years, and has now retired. At the social, Mr. and Mrs. Johnson were presented with a gold wristlet watch and a set of travelling cases.

In responding, Mr. Johnson said good use would be made of the gifts as he and Mrs. Johnson would be soon leaving for a tour of W.A. Later they would be visiting N.S.W. and North Queensland.

## RETIREMENTS

### ROLLING STOCK BRANCH

Ashmore, A., Newport, 5/7  
McCloskey, F. J., E. R. Depot, 29/5  
Harrison, W., Bendigo North, 2/7  
Jackson, M. M., Ballarat North, 3/7  
Pascoe, H. R. C., Newport, 3/7  
Barnett, H. F., Newport, 10/7  
Howlett, H. H., Ararat, 29/6  
Hawke, V. J., Jolimont, 29/6  
Adams, C. R. A., Bairnsdale, 6/7  
Murray, R. J., Newport, 31/7  
McRobinson, J., Maryborough, 15/7  
Graham, F. J., Newport 1/9  
McKenzie, T., Bendigo North, 4/9  
Stride, M. A. R., Newport, 5/9  
Rapone, R., Jolimont, 6/9  
Pititto, A., Newport, 12/9  
Phillips, S. W., Newport, 13/9  
Collins, R. J., Bendigo North, 25/9  
Stewart, J., Ballarat North, 20/9  
McDonald, R. F., Newport, 23/9  
Hall, C. H., Newport, 2/9  
Preston, C. K., Echuca, 27/8

## Kangaroos supporter



Shown receiving a retirement presentation, made on behalf of the staff, by Mr. M. L. G. McKenzie, Manager, Printing Works (right), Miss E. E. Connell of the Laurens Street Refreshment Stall, is a lifelong supporter of North Melbourne. So Mr. Lawrie Dwyer (left) was among those who attended her farewell. During her 30 years in the Department, Miss Connell was at Laurens Street for the past 28. A placard reading "After 28 years of untiring and obliging service to everybody at North Melbourne" expressed the feelings of all the railway people in that area.

## TRAFFIC BRANCH

Harrington, L. A., Melb. Goods 1/9  
Davey, J. H., Melbourne Goods, 1/9  
Blundell, A. H., Ballarat, 5/9  
Davine, F. R., C/o Metro. Supt., 7/9  
Timmins, W. L., Horsham, 8/9  
Gill, H. J. R., Melbourne Goods, 9/9  
Hepburn, A. E. J., North Geelong, 11/9  
Neuschäfer, C. H., Geelong, 11/9  
O'Sullivan, H. J., Ringwood, 11/9  
Bengtsson, A. S., Frankston, 14/9  
Stephens, A. L., Staff Office, 16/9  
Wright, T. J., Geelong Goods, 19/9  
Akers, L. A., Highett, 21/9  
Zotti, F., Melbourne Goods, 28/9  
London, L. A., Woodend, 30/9  
Colson, L. V., Crib Point, 18/7  
Zanelli, N., Morwell Briquette Sdg., 6/7  
Larsen, R., Melbourne Goods, 12/7  
McQuillan, J. P., Oakleigh, 1/7  
Lynn, M. J., Spencer Street, 5/7  
Fidge, S. R., Geelong, 27/7  
Sinclair, M. (Mrs.), Box Hill, 4/6  
Cornell, A. L., Flinders Street, 10/3  
Smith, V. C., Melbourne Yard, 28/6

## WAY & WORKS BRANCH

Boshko, F., Warragul, 13/9  
Gawlo, M., Spotswood, 16/9  
Marriage, F., Sunshine, 18/9  
Martin, C. T., North Ballarat, 13/9  
McDougall, G. A., Castlemaine, 7/9  
Pollino, G., Spotswood, 21/9  
Roberts, C. H., Ringwood, 23/9  
Rowland, E. A. W., Relay Gang,  
Heywood, 12/9  
Turner, P. R., Ouyen, 26/9  
Visintin, G., Sunshine, 9/9  
Wells, W. E., Geelong, 26/6

## ACCOUNTANCY BRANCH

Dunkin, H. A., Flinders Street, 3/7  
Whitford, R. H., Head Office, 10/7  
Daly, M. M. (Miss), Head Office, 19/7  
Judd, W. S., Head Office, 10/9

## STORES BRANCH

Hart, W. L., Spotswood General  
Storehouse, 16/9

## REFRESHMENT SERVICES BRANCH

Ladd, R. E. (Mrs.), Flinders Street, 8/7  
McGinn, W. I. (Mrs.), Flinders Street, 6/7

## COMMERCIAL BRANCH

Lycett, F., Supervisor of Weighing, 6/9

### NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Baszczynski, W., Newport, 22/6  
Castellan, G., Geelong, 21/6  
Hollole, C. J., Shepparton, 10/7  
Kiesler, J. D. P., North Melb., 6/7

#### TRAFFIC BRANCH

Backowski, E., Melbourne Yard, 10/7  
Hayes, A. G. M., Melb. Goods, 13/7  
Goczal, W., Melbourne Goods, 23/6  
Urbaik, M., Melbourne Goods, 24/6  
McDonald, J. R., Korumburra, 25/6

#### WAY & WORKS BRANCH

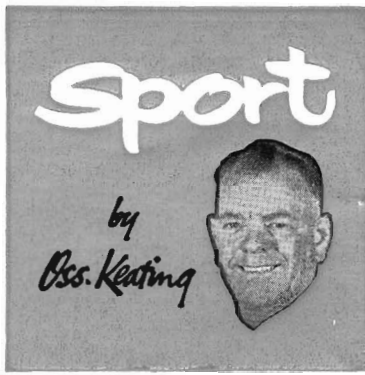
O'Brien, M. A., Elphinstone, 23/6  
Predebon, A., Spotswood, 19/6  
Smart, S. J., Flinders Street, 19/6  
Spencer, D. J., Ararat, 28/6

#### STORES BRANCH

Reidy, J. A., Ballarat North  
Workshops, 22/6

#### REFRESHMENT SERVICES BCH.

Crncec, V., Dining Car Depot, 15/7



## Basketball

I don't know if it was reaction to my statement (in June "News Letter") or the weeks of training and coaching or perhaps a combination of both, but whatever it was, our girls have suddenly shown a definite improvement in form and skill. As a matter of fact they have won their last four games, plus a match against the Army team, which was played in the R.A.A. Drill Hall in Batman Avenue recently. I had the pleasure of watching that game and it was good to see them come home like a train to win 31 to 16 after being almost level at half time. Lorraine Perrett was, without a doubt best on court, but was ably supported by all the other lasses in the side. Judy Williams made a special trip up from Morwell to have a run with our girls, and was a definite acquisition to the team. It was nice to see Faye Hutchinson playing again after a fairly long illness.

In the men's section, the No. 1 team is still on top, and looks to have a great chance of taking out the pennant. The No. 2 team is still among the also rans. The men also played the Army at Batman Avenue and although beaten, put up a particularly good fight, especially in the second half. Our best players were Graham Edwards, John Harding and Geoff Lewis.

## Golf

CLIFTON Springs Golf Course was the venue for the latest outing of the V.R.I. Golf Club. In almost perfect golfing weather, 41 members played an 18-hole stableford event.

The trophy winner was Alan Collins who, with 38 points, just beat Ron Baggott who scored 37 points. Now, I'm not normally a suspicious bloke, but when the Hon. Secretary (and acting handicapper) of the club played the Assistant Secretary of the Institute and they finish first and second—well, to say the least—it makes you think, doesn't it?

The ladies played an 18-hole stroke event, and Mrs. P. Parkinson turned in the winning card. Mentioning the name of Parkinson, brings to mind that her husband Percy, playing in a club competition at Koorringal Golf Club (Altona) last May, achieved what probably all golfers dream about, when he holed out in one on the 5th.

Trophy winners at Albert Park during the past few weeks were H. Lapsley, G. Winnell, P. Parkinson, R. Rolls and K. Bowe.

While on the subject of golf, players are reminded that the 12th North-eastern Golf tournament will be held on Sunday, October 6, at the Golden Vale Golf Course, Benalla. The Hon. Secretary of the tournament, Mr. Peter Hale, would like entries forwarded to him, C/- V.R.I. Benalla, by Tuesday, September 24. Luncheon and afternoon tea available at the clubhouse.

Competitors should be ready to hit off no later than noon.

## Billiards

IT is most pleasing to report that the V.R.I. Billiards Club won the Willis Group section of the Victorian Amateur Billiards Association's competition. It was a great break through, after being among the also rans for the past six years, for the Club to beat the Melbourne Electric Supply team 3 games to 1 in the grand final. Members of our winning team were V. Alembakis (Captain), R. Comey, B. Moulday, W. McMahon and C. Carmody.

## Football

WELL, I must admit I'm a little disappointed. There's still a vacant spot in our trophy case, and it's going to be there until next July, at least, because it won't be until then that we meet our old rivals, the Australian Postal Institute, at football again.

You know, before this years game, I was quietly (?) confident that we could win this match, but was I way off the mark? With the South Melbourne ground in pretty good condition and a cold but fine day, the stage was all set for a pretty even tussle between the two sides.

Postal won the toss, took advantage of what little breeze there was, and with Heyme winning in the centre, raced away to a good lead and by quarter time were in front 4—5—29 to our 1—2—8.

A pep talk by Coach Sharp, some vocal support from over the fence and we suddenly started to accelerate. Gross started to get on top of Heyme and players all over the ground lifted their game. By half-time we were trailing by only one goal, the scores being 6—6—42 to 5—6—36.

After the long interval, our fellows continued with good work and, although kicking against the slight breeze, still managed to score 4—3 to their opponents 2—2. By three-quarter time we had hit the front for the first time, the scores being A.P.I. 8—8—56 V.R.I. 9—9—63.

Just before the last break, Lewczuk, who had put together a most serviceable game at full back, badly injured his foot and had to be replaced. The resultant moves to cover his absence had, in my opinion, a big bearing on the ultimate result, although there were no alternatives. The last quarter started with everything apparently in our favour,—a seven point lead, and the light breeze at our backs. But the Posties had different ideas. After an even 10 minutes, they suddenly decided to stop fooling about and get on with the game. With every man in the side starting to win in his position, they slammed on 7 goals 6 behinds while we remained scoreless, and so they ran out easy winners 15—14—104 to 9—9—63.

I'm afraid I have no excuses; we were beaten by a fitter and more talented side, and though our lads battled it out to the final siren, we were just not good enough. Best players for the Postal were Kulbars, O'Neill, Holcombe, Allen and Heyme, and for V.R.I., Grose, Butterworth, Allard, Power and Vance. John Allard, our captain, handed over the perpetual trophy to Geof Heyme (captain, Postal) at an informal function after the game.

This, I might add gives A.P.I. a 3 to 2 lead in the games played to date. Guests who attended the match included Messrs. G. F. Brown (Chairman of Commissioners), A. Nicholson (A/Chief Mechanical Engineer), M. L. G. McKenzie, (General President, V.R.I.), J. Carroll, (President, Victorian Division A.P.I.), R. McKay, (Manager, A.P.I.), and H. Singleton, (Past President, A.P.I.).

### Table Tennis

I think it would be fair to say that at last Victoria has arrived as a major force in intersystem table tennis carnivals. While having to be content with the runners-up position in the carnival just held in Brisbane, it is now obvious that the improvement indicated in Perth two years ago has been confirmed. As stated in last month's *News Letter*, five States competed—Queensland, N.S.W., Victoria, S.A., and W.A., and the eventual winners were the home state, who were undefeated in the series. We of course, finished second, followed by N.S.W., S.A., and W.A. in that order.

In the singles event, a local, Gordon Brydon, scored a popular victory when he took out the title



First bounce of the ball in the A.P.I. v V.R.I. match.



Members of the Victorian team at the Intersystem Table Tennis Carnival. (Left to right): Back row—A. Tabone, G. Roiter, J. Rees, M. Davey, D. Mudford, E. Poulsen, B. Smart, R. Turner, S. White, and R. Webster; front row—E. Martin, J. Crouch, (V.R.I. Representative), W. Lawrie (Captain), G. Smith (Manager), and L. Baldwin.

after seven unsuccessful attempts. The doubles championship was won by Mel Davey and Gino Roiter of Victoria, who beat a N.S.W pair in the final.

Altogether, it was a very satisfactory carnival from our point of view. Although we had to lower our colours to Queensland in the Commissioners' Shield, (we retained the Glick shield for second place), we were, for the first time ever, represented in the finals of the individual events and provided the winners of the Australian doubles championship. Our congratulations to Queensland on their fine win in both the teams

and singles event, to Mel and Gino on their splendid result in the doubles event, and to the Victorian team generally on a great effort. Remember, the 1970 Carnival will be staged in Melbourne, and this one we must win.

IT'S been said by a Traffic man that they put the Traffic Branch on the ground floor in Head Office, because it supports all the other branches.

If that's so, they knew what they were doing when they put the Pay Office in the basement.

VICTORIAN RAILWAYS

# NEWS LETTER

SEPTEMBER



1968



## V.R. CHAIRMAN COMMENTS ON

### A V.R. "FIRST"

Fifty years ago next month, the Victorian Railways ran Australia's first electric train.

It was one of the many V.R. "firsts" of which our railway men and women can be justly proud.

To celebrate that anniversary, the Department will hold an exhibition at Spencer Street station on Saturday and Sunday, October 5 and 6.

It will be the biggest exhibition ever held by the Victorian Railways.

On show will be steam, diesel, and electric locomotives, modern passenger carriages and freight wagons, pre-electric suburban carriages and a steam locomotive of that era, a Melbourne underground railway display, scale models of rolling stock (some actually working), overseas and Australian railway films, latest

track equipment, a former V.R. tram, a V.R.I. band, and so on.

On Sunday, October 6, visitors to the exhibition will be able to travel in a steam-hauled suburban train that will leave Spencer Street at frequent intervals from Flemington Racecourse platform.

This will re-enact the trial runs made on October 6, 1918, when the train first ran to Flemington Racecourse.

It will be the last opportunity to see a number of steam locomotives together at Spencer Street, as, of course, steam has now been "phased out" of general railway operations.

While the exhibition will be devoted more to the modern railway, links with the past will be provided by the pre-electric passenger train, and by displays by a number of railway societies.

#### Is this fair competition?

Former Carlton ruckman Rod McLean made some interesting comments on the interstate road hauling business when he appeared last month in Moonee Ponds Court. At that Court, Mr. McLean was given a stay of three months to pay the total amount of \$13,228.64, imposed in N.S.W. since 1964 for non-payment of State road tax.

Mr. McLean spoke bitterly of transport authorities and big trucking companies, says the Melbourne *Herald* of August 27.

"We have to overload and drive excessive hours to get a quid, and when we do, we get lumbered.

"Big companies make profits by sub-contracting to owner-drivers, but the drivers don't get enough money to make ends meet", he said.

#### V.R. Royal Show Exhibit

*Railways are the Uncommon Common Carriers* is the theme of the V.R. exhibit at this year's Royal Show. The message that the exhibit will drive home is that the railways carry every kind of freight, economically and efficiently, and without picking or choosing. As usual, other at-

tractions include the miniature working railway, 1/12th scale models of rolling stock, free pamphlets, free identity discs for children, and the advisory section staffed by Commercial Agents.

#### Germany to tax road motors

It seems that even Germany with its excellent autobahn system may find it economically advisable to shift traffic from the crowded roads to the railways, according to a report in the Melbourne *Herald* of August 27.

From the start of next year, West Germany plans to tax heavy vehicles using its roads, as part of a plan to shift freight to the railways and cut congestion on the roads.

The plan also calls for an allotment of \$53 million a year to develop the railways and make them more attractive to freight companies.

The scheme is a compromise version of one suggested by Transport Minister Georg Leber, who wants to ban heavy traffic from the overcrowded autobahns.

#### Historic railway structures

Many old V.R. buildings, bridges, etc., have been classed by the National

Trust of Australia (Victoria) as worthy of preservation. It is interesting to note that, since the Trust's official lists were compiled, Malmesbury station has been placed in Class B ("highly significant; to be preserved") and Yendon station has been added to the list, in Class C ("notable; also worthy of preservation").

The Commissioners' policy is that any such "classified" building or structure allowed to remain standing purely for National Trust purposes must be maintained by the Trust.

#### Star prefers trains

Among passengers whom the recent "petrol strike" put on the train, was Kathryn Grayson, star of 20 Hollywood musicals. She is now convinced that trains are the only way to travel, says the Sydney *Daily Mirror*.

After arriving in Sydney, Miss Grayson was due to fly to Melbourne for a two-week singing engagement. But she had arrived in the middle of the "petrol strike", so the air bookings had to be cancelled, and she continued to Melbourne on *Southern Aurora*.

"I enjoyed the trip so much that I cancelled my return air bookings as well, and came back on the train, too," she said.

"It was marvellous, so comfortable and right away from all telephones.

"It was years since I had travelled by train but I might do it more often when I get back to the States."

This was indeed a contrast to the complaint voiced by Mr. Barry Humphries after his journey from Adelaide on *The Overland*—"It was outrageous—all they gave us to eat was an apple and a cup of tea."

(Incidentally the paragraph in last month's *News Letter* commenting on Mr. Humphries' complaint, pointed out that a Continental breakfast was served to all passengers on *The Overland*. But, as railwaymen know, this breakfast is served to sleeping car passengers on that train.)

#### FRONT COVER

shows some of the many items of rolling stock that make up the tiny trains on our model railways. They comprise one of the interesting features that can be seen at the V.R. exhibit in the Royal Show, this month.

## Silent salesmen

Milton's line—*They also serve who only stand and wait*—could be applied to the Department's window displays in banks, travel agents, and other business premises. Installed by the Public Relations and Betterment Board, their main feature is usually one or more of the 1/12th scale models of carriages, locomotives, or other rolling stock. As these silent salesmen for the railways never fail to arouse considerable public interest, they are keenly sought by the occupants of premises with window space available. So much so, that displays installed during the last financial year increased to 97—or 50 per cent. more than the previous year.

## New Mount Gambier service

Mount Gambier's new overnight fast freight train service to Melbourne, that began on August 5, got off to a good start when more than 200 tons of merchandise were consigned to New South Wales and Brisbane.

The new service saves 27½ hours from the time the goods are loaded into rail vehicles to the time of their arrival in Melbourne.

At Heywood, the train from Mount Gambier also picked up two wagons from Portland, which is included in the service. Goods sent from Portland have been accelerated by 3½ hours.

The service from Melbourne to Mount Gambier and Portland, that took perishables for Ararat and Hamilton, has also been accelerated to Mount Gambier by 23 hours, Portland by 5½ hours, and Ararat and Hamilton by 2½ hours.

## The last of steam

Steam traction for normal operations ceased from July 29, when the three remaining steam locomotives were placed in storage.

They were engaged in shunting at Geelong, and the last shift was worked by K 164 from 11.30 a.m. to about 6 p.m. on July 27.

This was the first time since the Victorian Railways Department was established, on March 19, 1856, that steam engines were not in regular use.

However, during busy periods such as the hauling of the wheat harvest, it could be necessary to use some of the steam engines that are now stored at depots and terminals throughout the state.

The last three steam locomotives, that were stored at Geelong on July 29, were K class. Originally there were 53 in this class, all built at Newport Workshops between 1922 and 1946.

## Wednesday Headlines

On August 28, the *Wednesday Headlines* posters began their 11th year of continuous messages and news for rail travellers.

Wednesday message posters, however, have been used in different forms, for over 40 years. The first such poster appeared on March 10, 1926, as *The Electric Railway Bulletin*—with different information each week about the electrified system.

In the 30's, the poster became *Something New Every Wednesday*, and continued with slight variation until 1951.

Another change of style then produced one of Melbourne's most publicized characters—a whimsical personality, *Tom Train*. Tom was created as a wooden model and his photograph was included with each message attributed to him.

Tom had his own way of saying things, and when the occasion was right, he would tease the public with a bit of doggerel verse such as :

“Start the year on lines  
methodical

Buy a monthly periodical,

Or a quarterly or yearly.

I assure you quite sincerely

That you'll cut down time and  
queues,

And morning trains you'll  
catch—not lose.

From all of which you'll doubt-  
less glean

A little bit of what I mean.”

In the public mind Tom became a real railway identity; radio announcer, Peter Surrey, of 3DB Melbourne, interviewed Tom's mentors from the Railways Public Relations section.

However, in the mid 1950's Tom was banished; his joyful remarks about the Queen's arrival were believed, at the last minute, to lack the necessary decorum. And it was too late to print another message. Tom had missed his cue; he was dropped from the cast.

The regular railway message was missed, however, and in 1958 *Wednesday Headlines* came into being, putting train travellers into the picture about many different railway activities.

That *Wednesday Headlines* are well read has been shown by responses to certain messages. Recently, a message that railway maps were available resulted in many stations' supplies being exhausted.

## Perth line underground

A consortium of 14 American, British, and Australian companies has won the right to submit within nine months a firm proposal to sink the railway through central Perth and span it with the biggest integrated real estate development in the city's history—a project that will cost up to \$34 million.

The Western Australian Development Corporation (W.A.D.C.) will sink the railway, costing between \$5 and \$7 million, at no cost to the State Government. In return, it wants the freehold of much of the 35 acres that would be freed for re-development, and aerial rights for buildings above the sunken railway.

—(*The Australian Financial Review*)



# Millions of Money !

**YOUR MONEY!** You built  
Electric Trains with it—the  
Best Trains in the World.

Comfortable, Speedy, Reliable, Punctual  
and Safe.

## Use your own Electric Trains

The first "Electric Railway Bulletin"

# MELBOURNE YARD PROGRESS

Mr. Commissioner L. A. Reynolds returned last month from an overseas visit in connexion with the design of final details for hump shunting. He outlined to *News Letter* the progress made in the Melbourne Yard re-arrangement—the \$10 million project that is one of the most complex works ever carried out on the Victorian Railways.

The scheme is now at the half-way mark. Of the 34 stages in which the work is being done, 16 have been completed, and by the end of this year another 12 will have been finished.

Since work began, a considerable improvement in yard working has taken place, resulting in a more expeditious delivery of freight to rail users.

The Melbourne Yard, as originally built, has many disadvantages. It was constructed early in the century when trains were shorter; as a result, it has no track long enough to accommodate the longer trains of today; delays occur in getting trains into the yard; and sorting is done into dead end tracks.

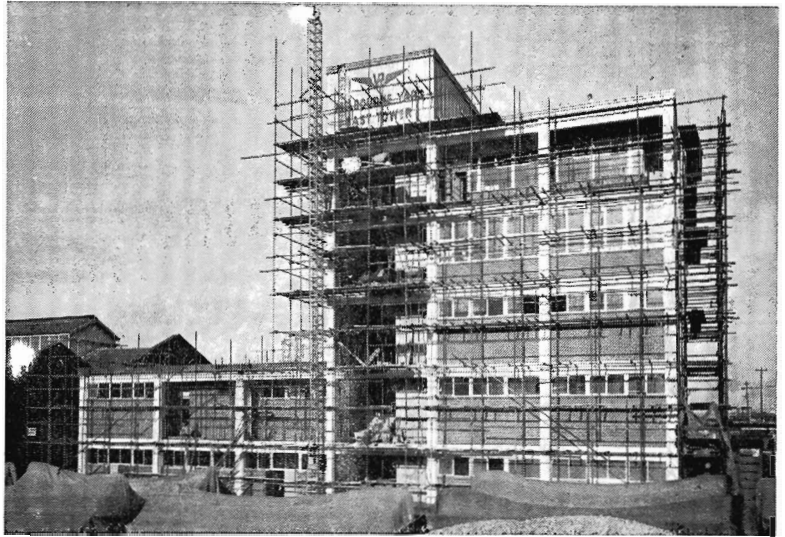
The tracks in the new yard will permit longer trains to be received and to be made up; and sorting will go on without interruption. The completed scheme will give a faster turn-round of locomotives and wagons, and produce a smooth traffic flow similar to the production line in a factory.

At present, the yard can handle 2,500 wagons daily; the new yard will be able to put 3,750 wagons a day over the hump.

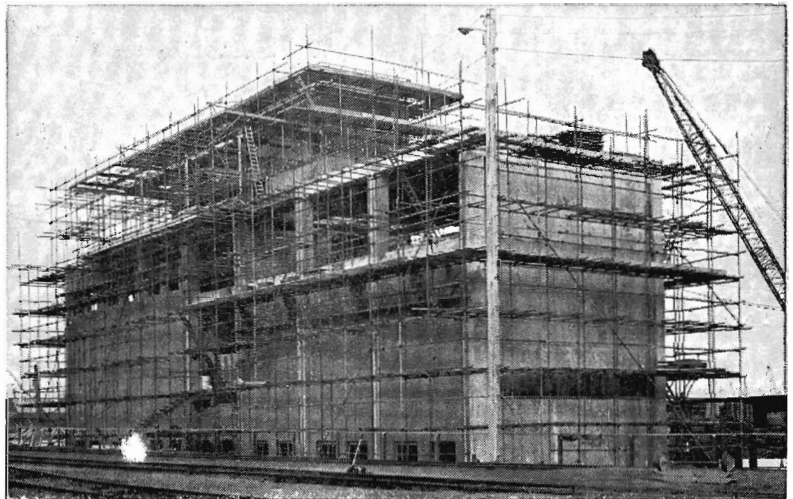
In London, Mr. Reynolds conferred with the Westinghouse Brake and Signal Co. It is the associate of McKenzie and Holland Pty. Ltd. whose tender for the automatic wagon retarding and point-setting system was recently accepted. Some of the results of that conference are that the crest of the hump has been moved slightly towards Dudley Street, and the accelerating grade which separates the wagons has been made steeper. The hump will be approximately 15 ft. 3 in. above the sorting sidings.

## Computer and retarders

In the earlier automated yards, a simple type of computer was used to solve equations of motion. The latest development is to use a digital



The East Tower, shown under construction, will house the Yardmaster in charge of the make-up of departing trains, train examiners, and other staff.



The West Tower will be the centre of the automatic sorting. It will house the computer and relay equipment. On the top floor will be the panel from which the retarder operator will monitor the sorting process. In addition to the new Dudley Street Signal Box, also located on the top floor, the West Tower will house the Terminal Manager and the Superintendent of Melbourne Yard.

computer to give data control. It would, for example, reveal if a wagon had gone down the wrong track, and would also give a print-out of the serial numbers of the wagons sorted into each siding.

The simple type of computer will be installed in the Melbourne Yard, but it will be possible to instal and connect a digital computer later. Installation of the automatic equip-

ment will begin about August, next year.

The retarders will be electro-neumatically operated, and, in the event of a power failure, there will be sufficient air capacity in the reservoirs to control operations until the humping can be stopped.

Construction of the hump will be finished early next year, and the entire scheme completed by the end of 1970.



# OUR FIRST ELECTRIC TRAIN

An important event in the history of Victoria's rail transport was the running of Australia's first electric train on Sunday, October 6, 1918—50 years ago next month.

On that day, trial trips were made between the Newmarket power sub-station and Flemington Racecourse, a distance of  $1\frac{1}{4}$  miles. The supply of electricity from the first turbo-generator at Newport Power Station had started about three months earlier.

The first electric train comprised six *Tait* carriages—three motors and three trailers.

On the morning of that historic day, eight carriages were hauled from Jolimont by a steam engine to the Newmarket sub-station. The units were then tested and some initial runs made. During the afternoon the two Railways Commissioners—Messrs. C. E. Norman and E. B. Jones—were among the passengers in the official run to the racecourse and back. At that time there were only two Commissioners because the vacancy caused by the death of Mr. L. McClelland in June 1917 was not filled until April 1919 by the appointment of Mr. W. M. Shannon.

Because of the short distance and curves on the line, the train did not travel very fast, but the onlookers could see that electric trains could gain speed much more quickly than the steam-hauled trains of the day. Summing up this aspect on the following morning, *The Age* gravely warned: "It is obvious that passengers who think nothing of boarding a moving steam train must play no such pranks with electric trains if they are to escape being killed or seriously injured".

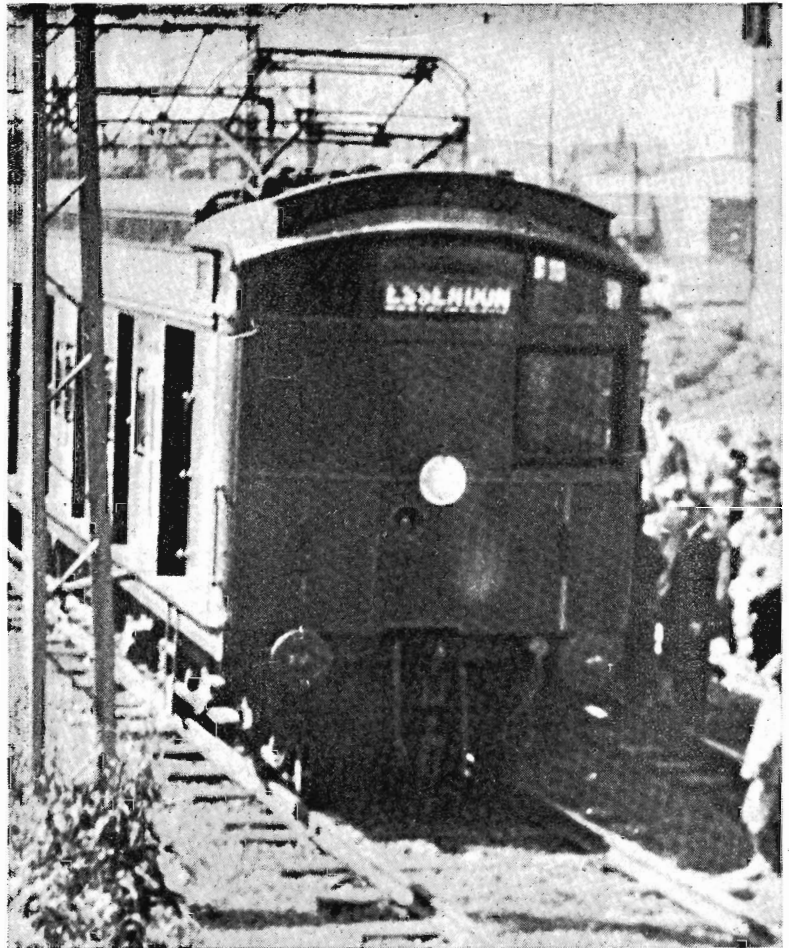
## Driver

The driver of the first electric train was Mr. J. Rist, who was also an instructor for other drivers.

The guests and onlookers were amazed that the driver had only to walk from one end of the train to the other to operate it for the return journey. General opinion of the passengers was that electric trains were "just the thing". They were impressed by the fact that the force moving the train was created miles away at a generating station. A turbine revolving at high speed at Newport was running an electric train at Newmarket! It was hailed as yet another wonder of the young twentieth century.

When the train returned to Newmarket, a unit was uncoupled and operated separately, to show how the adding or detaching of units, quickly, would be a feature of electric traction.

The running of the first electric



Australia's first electric train

train attracted a crowd that filled a special enclosure.

The pantograph aroused great interest. One newspaper reporter described it as "a curious looking bundle of wires on the roof making contact with the overhead wires, that is as easily movable as a half-pound weight. When not in use it rests doubled-up on the roof of the carriage".

After the event, the train did not return to Jolimont, but remained at the Newmarket sub-station because the Flemington line was to be used to train staff in electric train operation.

Melbourne's electric suburban service began nearly eight months later.

## LIVESTOCK TRANSPORT

A letter has been received by the Livestock Agent, from Mr. W. Weatherley (President of the Graziers Association of Victoria), expressing his appreciation of the service given by the railways in transporting cattle from N.S.W. (The cattle—418 head of Hereford cows, well advanced in calf—were loaded at Quirindi and Blandford on a Thursday evening, and, after spelling at Wodonga en route, arrived Mortlake at 7.25 a.m. Monday morning. Ed.)

# A CITY'S ACHIEVEMENT

The electrification of Melbourne's metropolitan system—begun in 1913—was a big undertaking for a city that then had a population of only 600,000. Taking this figure into consideration, as well as the difference in price levels, the scheme would roughly correspond to the expenditure of about \$190 million by present day Melbourne with its 2½ million people. This is more than twice the estimated cost of Melbourne's underground loop. The foresight and courage of the Governments of those days gave Melbourne an excellent system of public transport. This article sets out how it came about.

Following the practical application of electric traction in other countries, a proposal for its adoption on the Victorian Railways was made in 1896 by Mr. A. W. Jones of the General Electric Co., U.S.A. He submitted a rather sketchy report suggesting the conversion of portion of Melbourne's metropolitan lines to electrical operation. Power would be supplied by three tramway dynamos each of 225 kilowatts capacity, at 600 volts. With the current financial stringency, the Victorian Railways Commissioner (John Mathieson) opposed the scheme, owing to the cost of installation and anticipated loss of revenue during the course of conversion.

The Jones plan, however, aroused Parliamentary interest. In 1898, a Select Committee of the Legislative Council was appointed to examine the possibilities of electric traction. This Committee recommended that no new metropolitan lines be built until electrification had been more fully investigated; it suggested that some sections of the existing metropolitan lines should be changed to



The Acting Prime Minister (Mr. W. A. Watt) addresses the crowd at the inaugural ceremony of Victoria's first electrified train service, May 28, 1919.

electric operation. No action resulted from this advice.

In 1901, another Parliamentary Committee inquired into the subject. It recommended that an electric traction expert be engaged to examine local conditions and advise the best system to adopt. The then Acting Commissioner (Mr. W. F. Fitzpatrick) approved, but again the matter lapsed.

During an official visit to Europe and America in 1907, Thomas Tait

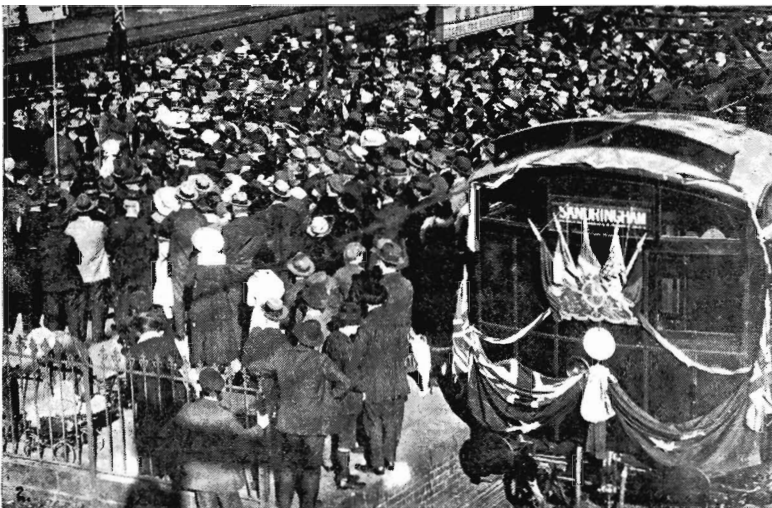
(later Sir Thomas), Chairman of Commissioners, engaged, on the authority of the Government, Charles Hesterman Merz, M.I.C.E., of London, to make a comprehensive investigation of the electrification of the Melbourne metropolitan lines.

## Plan submitted

Merz came to Melbourne in November 1907 and, after a full examination of the metropolitan system, submitted in the following year a plan for the conversion of 124 route miles. A power station to be erected at Yarraville and equipped with seven turbo-generators, each of 5,000 kilowatts capacity, would supply energy at 12,000 volts alternating current on a frequency of 25 cycles through three-phase circuits. Converted to direct current of 800 volts, the energy would be distributed to trains by the protected conductor rail system.

The scheme, proposed to be completed by 1912, was estimated to cost \$4,454,000. Anticipating a loss of \$152,000 on the first year's operations (1912), the Commissioners opposed electrification. They requested the Government to defer action until further developments had been made in electric train operation.

The necessity for a general improvement in Melbourne's transport services caused the Government, in 1910, to establish a Metropolitan Traffic Commission to report on



Crowd listens to addresses at the inauguration of Victoria's first electrified train service.

transport arrangements of the city and suburbs. The commission recommended that the suburban railways be electrified, and this advice was supported by the Parliamentary Standing Committee on Railways.

Though the Railways Commissioners were opposed to conversion, the Government, in 1911, requested Merz to review his 1908 plan and apply the latest practices to them. Merz modernized his scheme, which now included proposals for using either alternating current or direct current. He came to Melbourne in September 1912 to discuss the subject with the Government.

With the alternating current system energy was to be generated at 11,000 volts on a frequency of 25 cycles through three-phase circuits, distributed to sub-stations, and divided into three separate single-phase supplies, delivered by three wires to the trains. The direct current system gave energy generated at 3,300 volts alternating current, frequency 25 cycles, on three phases, transformed to 20,000 volts, and converted at sub-stations to 1,500 volts direct current for delivery to trains through overhead contact wires.

Separate quotations for the alternate systems had been obtained. These indicated a saving of \$1,400,000 for direct current compared with alternating current supply. Further information also disclosed that direct current operation was more economical; some reports claimed it to be 20 per cent. cheaper.

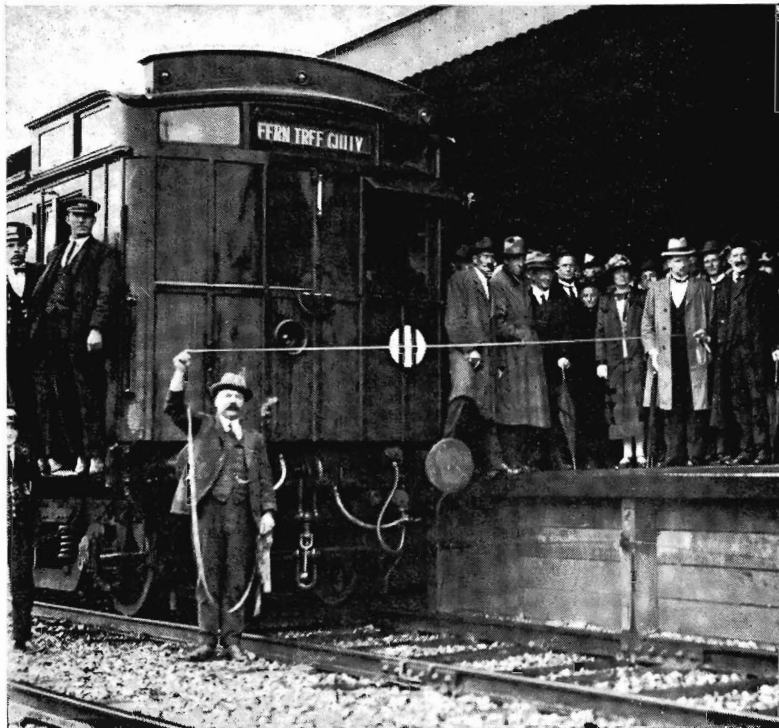
### Scheme authorized

The Commissioners favoured Merz's modernized plans. In November 1912, a Parliamentary Select Committee examined the scheme and reported it to be satisfactory. In December, the Government authorized electrification using direct current at an estimated cost of \$7,982,000.

Merz was commissioned to supervise the entire work. He returned to England, and arranged contracts for turbo-generators, boilers, switch-gear, cables, and equipment for rolling stock. Mr. E. P. Grove was sent to Melbourne in October 1913 as Merz's representative in Australia.

The site for the power station was changed from Yarraville to Newport, at the mouth of the River Yarra, from which an adequate flow of circulating water for condensers could be drawn.

Construction of the power station started in December 1913; and other local works, such as erection of certain sub-stations, began about the same time. The building of electric



After 1923, electrification was extended to several sections of the outer suburban area. The first electric train to Upper Ferntree Gully is shown on arrival at that station. The electrified section from Ringwood to Upper Ferntree Gully was put into service on October 12, 1925.

rolling stock and alterations to existing carriages began during the following year. It was anticipated that the first electrified line—from Broadmeadows to Sandringham, 22 miles—would be in operation by the end of 1915. The entire scheme was scheduled for completion in 1917.

The First World War, however, considerably retarded progress. Delivery of machinery and other equipment from overseas was persistently delayed; costs increased to almost double the estimates.

On June 20, 1918, the first turbo-generator at Newport Power Station commenced to supply energy. An important event was the running of the first electric train on Sunday, October 6, 1918, (story on page 133).

### Public opening

Eventually, on the afternoon of May 28, 1919, electric traction was inaugurated. A special train ran from Flinders Street to Essendon, where a short ceremony was held. William Alexander Watt, Acting Prime Minister of the Commonwealth, gave an address. As Premier of Victoria in 1912, he had sponsored the electrification scheme. The train proceeded to Sandringham; and, on the next day, traffic between

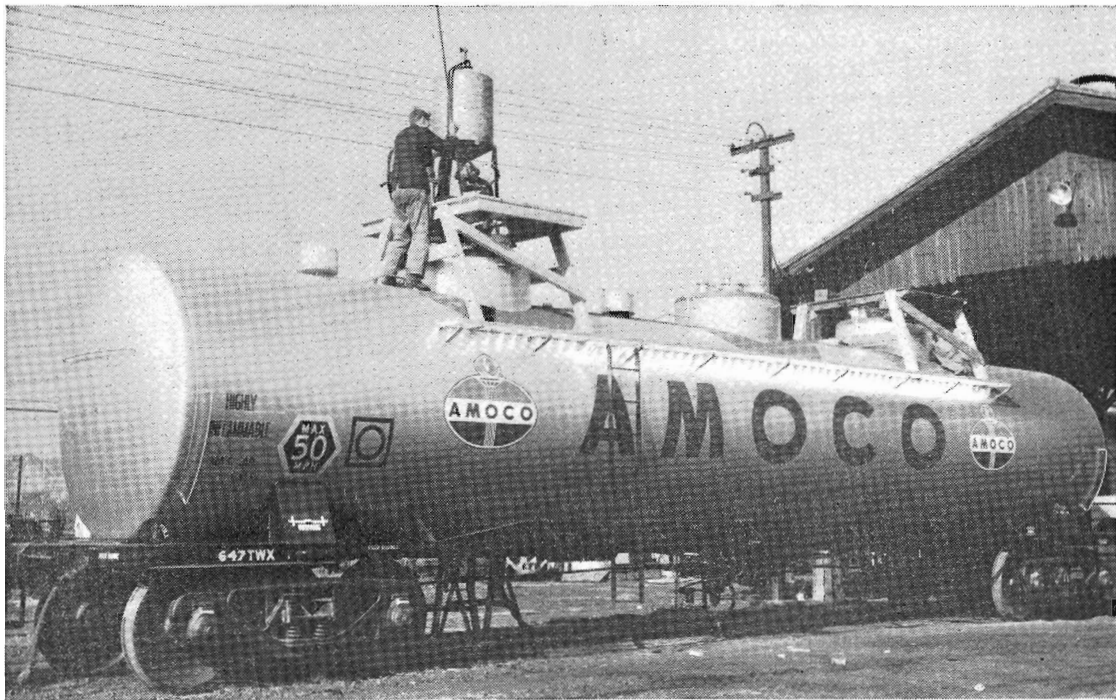
the latter place and Essendon was worked with steam service combined with a limited number of electric trains, gradually increasing to complete electric operation.

The lines from Flinders Street to St. Kilda and to Port Melbourne were changed to electric traction on August 31, and October 26, 1919, respectively. On April 15, 1923, the last section of the original electrification scheme was completed with the conversion of the Heidelberg to Eltham line.

Though delayed six years beyond the original date set for completion, the great work of electrification of the metropolitan railways was brought to finality with smoothness and without dislocation of ordinary traffic. It was the first electric train service in Australia.

When completed in 1923, the electrified system consisted of 150 route, and 350 track miles. Capital expenditure amounted to \$12,540,000 and the scheme, at the time, was one of the largest in the world.

Since then, electric traction has been extended to several sections of the outer suburban area, increasing the route and track mileages to 176 and 464, respectively.



**HOW MUCH?** A rail tanker is being calibrated at Newport Workshops. To ascertain the actual capacity of a rail tanker at various levels as measured by a dip stick, the tanker is filled with measured quantities of water, and the gallonage recorded at the required levels. This information is used not only by the railways, but also by the Customs Department.

**NEW LINE:** Excavation for the new line that is being built between Tyabb and Long Island to serve the proposed industrial complex at Western Port.

## VIEWS OF NEWS





**FIRST AID:** Members of the Numurkah team, Messrs. J. Wallace (left) and P. Steel carry their patient while taking part in the preliminary first aid competitions.

◀ **TREES GO BY TRAIN:** These unusual looking consignments consist of fruit trees from Valley Nurseries, Monbulk. They are being railed from Melbourne Goods to destinations in N.S.W. and Queensland.



**DINNER:** Scene at this year's annual dinner tendered by the Victorian Railways Returned Servicemen's Section to its country delegates. Guest of honour at the dinner was Mr. Creighton Burns (fifth from left in rear row), well known Melbourne journalist, and authority on south-east Asia.

# COMMERCE CHAMBER PRESSES FOR TUBE

The Melbourne Chamber of Commerce has stepped up moves to get an underground railway for Melbourne.

It sent about 65 copies of a submission on the railway to the Prime Minister, Mr. Gorton, and Victorian Federal MPs.

The submission says the underground is as vital to Australia's national development as the Ord River scheme.

It is the Chamber's attempt to support the Victorian Government's approaches to the Commonwealth for finance to build the \$80 million underground rail loop.

The Chamber president, Mr. N.M. Blyton, said it recognized that States could not borrow in overseas countries without Commonwealth approval.

"And the Chamber fully appreciates that financing the project with

current loan allocations would be beyond the capacity of the Victorian Government," he said.

"Commonwealth help must be arranged without making it a charge on the State's normal loan allocations."

Mr. Blyton said the Chamber's submission was based on an independent survey.

"Its results point to a vital necessity for an early start on the underground loop to stop Melbourne's central business area from being strangled very soon," he said.

He added that investigations the Chamber had made, clearly showed that overseas interests would be willing to submit proposals to build and finance the railway.

The firms would also be prepared to give the Victorian Government good payment terms. (*Herald*)

## SHIP TO RAIL

As a result of congestion in the ports of Sydney and Whyalla, Broken Hill Pty. Co. Ltd., began, last month, to rail rather than ship its steel from Whyalla to Sydney.

Congestion in the port, in terms of delay and other costs, made it economical to transfer to rail even though B.H.P. has its own shipping fleet.

The two other shippers of B.H.P. products are the Australian National Line and Bulkships Ltd. Until now the steel has been carried in ships which were primarily designed to carry iron ore.

Delays in Sydney upset the ore carrying schedules. They also resulted in stockpiles of steel at Whyalla.

The main products of Whyalla are structural steel (including universal beams) and slabs for re-rolling at Port Kembla.

(Most of the slabs are rolled into flat products, many of which are transported back to South Australia by John Lysaght to supply Chrysler, Simpson Pope and others with sheet steel.)

Both slabs and structural steel are railed, and the slabs dropped at Port Kembla.

It is expected that about 52,000 tons of steel products will be transported each year.

They are transported by road each week to Port Augusta and then railed

through four rail systems to Sydney; the journey takes five days.

The company plans to review the rail practice later.

However, observers say that the introduction of the road haulage of steel to Port Augusta will have a significant effect upon proposals which have been discussed over a period of years to build a rail link between Whyalla and Port Augusta.

B.H.P. believes that, apart from being more economical, the change will result in a significant improvement in the despatch of finished products.

Sydney customers now receive their steel much sooner after production.

The steel will go via Melbourne until the direct standard gauge link to Broken Hill comes into service.

—(Robert Gottlieb in *The Australian Financial Review*)

## ADELAIDE LINE CAPACITY INCREASED

The capacity of the South Australian Railways line between Tailem Bend and the Victorian border has almost reached saturation point, due to the growing volume of rail traffic between Adelaide and Melbourne.

To increase the capacity of this important link with the Eastern States, the SAR are increasing the length of passing sidings to 3,300 ft. to permit the operation of longer trains.

In conjunction with this project, centralized traffic control is being installed over the route to speed up train movements.

With the present electric staff system of traffic control, trains must wait until the preceding block is cleared.

The complete project requires extensive track and building work over 120 miles, with a new building at Murray Bridge to house the master control panel of the C.T.C. equipment and a new telephone exchange.

This building will form the first stage of an overall rebuilding scheme planned for the Murray Bridge Administrative Offices.

Total value of building works is estimated at \$175,000, and station yard alterations, including level crossing work, at \$250,000.

Relocation of level crossings and other track work is required at the 12 stations involved in this project.

This relocation will do away with the present unavoidable delays that occur while trains are stationary on the existing crossings.

In some cases shunting spurs are being built to avoid the necessity for wayside freight trains to shunt out on to the main line.

All design and specification work has been carried out by the SAR (except for the Murray Bridge building) but all track work is being done by day labour.

## LEVEL CROSSING NEWS

In Heywood Court last month, a car driver whose car had struck a train at a level crossing near Heywood, was convicted of dangerous driving, fined \$50 and licence suspended for 30 days.

\* \* \*

At Williamstown Court, last month, two motorists who crossed over level crossings when the flashing lights were operating, were each fined \$25, and one had his driver's licence suspended, while the other, a pro-

bationary licence holder, had his cancelled.

\* \* \*

At a suburban court last month, a motorist was fined \$60 for driving through lowered boom barriers at Hampton. A senior constable told the court a pedestrian had been hit by a train that had been held up for about 10 minutes, with the nearby booms down. He said that just before the train was about to start, the motorist drove past other stationary cars, and then proceeded to drive between the booms.

# CONTAINERIZED FURNITURE

A new era in furniture removals in Australia began last month when six houses of furniture, packed in 15 specially designed containers, left Dynon for Perth, on a flat top wagon.

The consignment started a regular fortnightly interstate containerized furniture removal service by rail between Melbourne and Perth, the first such service in Australia.

The containerized rail system eliminates en route handling of furniture and reduces the delivery time of removals between destinations in the eastern States and Western Australia. Furniture leaving Melbourne by rail on Wednesday evening now arrives in Perth on the following Monday for immediate delivery to individual destinations.

The containerized system was developed by Mr. H. F. Wridgway, managing director of Wridgway Bros. (Auburn) Pty. Ltd.

"The secret of getting furniture quickly and safely from one place to another across Australia is to handle it as little as possible", said Mr. Wridgway. "That's why we brought in our *Homepack* containers several months ago. *Homepack*, measuring 8 ft. x 8 ft x 8 ft., is exactly one-fifth the size of the official international



At Dynon, containerized furniture for six houses is being loaded for Perth.

shipping or rail container. Put five *Homepacks* together, bind them top and bottom with a strong steel frame and you've got a shipping container".

"As far as we know, we're the first removalist organization in the world to do this. It will mean a very big increase in efficiency on the Melbourne-Perth run, one of the

longest regular delivery routes in the world".

To start the new service, the Department used a flat-top wagon fitted with special securing clamps. Trial shipments by the new system were so successful that the Department, and Wridgways, immediately launched the service on a regular basis.

## MOTORAIL BEGINS



At Mildura, a car is driven on to the rail wagon during a "dress rehearsal" for the Moto-Rail service.

After a dress rehearsal with a Departmental car, the MotoRail service between Melbourne and Mildura began on August 16. As *News Letter* went to press, bookings extended into October.

As announced in July *News Letter*, the rate is \$10 per car per single trip (in addition to the train fare), and the same rate applies to holders of free passes. Only one motor car will be taken at this rate for any one passenger.

Some additional points for intending users of the service are :

- maximum height of cars, including roof fittings is 5 ft. 3 in.; maximum wheel track width is 5 ft. 9 in., measured from extreme outside edges of tyres. When making bookings, you should also advise the length of your car.
- you are not permitted to travel in your car loaded on the special wagon. However, luggage and personal belongings may be left in cars, at owner's risk, during transit on the train.

# RAIL USERS SAY...

## Oakleigh A Box

I wish to express, through you, the appreciation of the many users of the former Warrigal Road level crossing (now closed), to the operators of Oakleigh A Box, which controlled the crossing.

As a resident of Oakleigh for a very long period, I have used the crossing frequently by road, but mostly as a railway passenger. During that time, I also have been able to observe the traffic conditions, and study the problems that arose from them as both rail and road movement became more congested as time went by.

To those signalmen, whose primary duty was to control the rail traffic under exacting conditions, and yet allow road users through the crossing without undue delay, the thanks of all who used the crossing, for a very good job well done. Their task often seemed, no doubt, somewhat thankless, as the road users were held up to allow the majority of people priority through the crossing. I wish to dispel that feeling if it exists. Many did not fully understand the position, and many more took things for granted. However, I am sure that there are many who did appreciate the diligence of A Box staff to their railway duty over the years, and also their courtesy and patience, which seemed to be never ending to the road users.  
*A. G. Palmer, Eleebana Avenue, Oakleigh, writing to the Chief Traffic Manager*

## Interstate booking

A letter has been received from Mr. A. Le Gerve of Barker Street, New Farm, Brisbane, expressing appreciation of the helpful and courteous attention given by Messrs. J. Wilcox (Spencer Street Interstate Booking Office) and E. Campbell (Central Reservation Bureau).

## McKinnon

Mr. F. King Davies, Melball Street, East Bentleigh has written to the Secretary to express his gratitude for the "kindness shown by the staff at McKinnon" when he was taken ill on the way to work.

## Deniliquin

The Town Clerk, Municipality of Deniliquin, has written to the Stationmaster, Deniliquin, complimenting him on the improvement made in the station area by the planting of shrubs, etc. (In the recent Departmental competitions, the station was awarded first prize for new work in the district. Ed.)

## From Judge Rapke

During my Circuit duties at Wangaratta I have, as is my custom, used railway transport each week.

I desire to thank you and the staffs of Spencer Street, as well as the conductors of the trains I used, for the courteous and efficient attention given to me at all times. The conductors of *Spirit of Progress* and the Albury Mail trains, and the hostesses, were particularly helpful. I felt that I would like you to know that the stationmasters at Spencer Street and Wangaratta are to be complimented on their attention to my requirements. (Judge) Trevor Rapke, County Court, Melbourne, writing to the Secretary

## Hamilton

In a letter to the Secretary, Mr. R. M. Waters, General Manager of John Thompson & Co. (Hamilton) Ltd., has expressed his gratitude for the co-operation of Mr. J. Leversha, (Hamilton's stationmaster) and staff, in expediting the delivery of an urgently needed consignment of fittings.

## Echuca

Mr. J. H. Henwood, Secretary, Echuca Chamber of Commerce, has written to the Stationmaster, Echuca, expressing the satisfaction of the Chamber with the service given at the station.

## Geelong

On behalf of our 30 girls who have just returned from a tour, by rail, to Brisbane, I would like to pay sincere tribute to the service, friendliness and consideration, offered to us from all departments of the Railways, both in Victoria, and other States.

We would pay special tribute to the untiring assistance given to us during all our time of planning, by Mr. Don Gugger, at Geelong railway station. His help made our planning very easy, and his interest made even the necessary paper work seem a pleasure.

Right throughout the 10 day trip, everything planned from Geelong took place exactly as we had requested, and even though this was our fifth interstate trip, we look forward to another in the future, and will definitely go by train again. (Mrs.) Eva Deearth, Guide Captain, 1st Drysdale Girl Guide Company, writing to the Commissioners

## Camperdown

We would like to place on record the excellent co-operation given to my staff and myself by your local stationmaster, Mr Roy Mitchell, and his staff, with a special mention of Mr. Adrian Toohey for the way he presented our accounts for settlement.

The staff, who were placed under constant pressure through the volume of work, were most courteous and helpful to us at all times.

—*W. H. Stonehouse, Manager, Camperdown Branch of Elder Smith Goldsbrough Mort Limited, writing to the Secretary*

## Nunawading, Heathmont

In a letter to the Secretary, Mrs. E. M. Badger, A'Beckett Street, Armadale, has expressed her gratitude for the help given by staff at Nunawading and Heathmont in recovering her lost handbag.

## Luggage

We are most appreciative of the help we were given with our cases, etc. on the special train that left Bealiba at 5.50 p.m. on June 10. The conductor's number was 10. —(Miss) B. Whelan, Dunscombe Avenue, Ashburton, writing to the Stationmaster, Spencer Street

## Spencer Street

Trans-Australia Airlines is most appreciative of your efforts in locating a small package of aircraft parts dispatched from Sydney on Saturday, July 13, by passenger train, which arrived Spencer Street at 10.30 a.m. on Sunday 14th.

As Mr. Bakes informed you, the parts were urgently required at Essendon Airport, and your courtesy and attention to the matter were appreciated very much indeed. —*F. R. Jennings, Supply Manager, Trans-Australia Airlines, writing to Mr. W. Creighton, Stationmaster, Spencer Street.*

## Frankston

I am writing to let you know I received my glasses, and I am very grateful for your wonderful action in sending them to me. I do not know how I would ever have replaced them. I will always remember your kindness . . .

—*Richard Heath, Cheltenham House, Cheltenham, writing to Mr. A. S. Bengtsson (then Stationmaster at Frankston.)*



# REACHED THE CENTURY

Last month, when the Department's mobile exhibit went on display at Noorat, it was the 100th occasion on which that unit had brought the V.R. message to the public.

The mobile exhibit, built in 1960, is constantly in demand at country shows and fairs. It is now sent to approximately 20 different towns in Victoria every year. Bookings at the moment have committed its appearances at shows and fairs up to the end of 1969. So that the exhibit will not become stale, the Department will not send it to areas where it has been seen the previous year.

Transport of the exhibit is efficiently done by rail. The caravan is quickly and smoothly loaded on to a flat top rail wagon to be sent to the rail siding nearest to its destination. After unloading, the caravan is towed by road to the location of the show or fair. This also demonstrates how a valuable cargo containing delicate equipment is handled as a day-to-day consignment.

Miniature (1/120th scale) running models of Victorian trains, specially built for displays, are the main attraction of the exhibit. Two trains at a time run on the tracks, with different trains on different days.

Trains are selected from a range of models to make up replicas of *Southern Aurora*, and other "name" trains. There are also freight trains with a variety of interesting vehicles such as a Flexi-Van, a Car-Pac motor car transport, a bulk-flour wagon, a container wagon, a perishable goods louvre van, a liquid gas wagon, an aluminium hopper grain wagon, a livestock van, and a petroleum products tanker.

The exhibit is self-contained in a large caravan, 25 feet long and weighing 23 cwt. It has two doors to allow visitors to pass through the centre section of the exhibit where there are colourful and informative display panels and a pamphlet rack containing free literature.

At one end of the exhibit are the model trains which can be viewed from inside or outside through large panoramic windows. For outside viewing of the trains, there is a raised platform to enable young children to see through the windows. The running of the trains is supplemented by a continuous tape-recorded commentary that describes the trains and interesting vehicles in their make-up. The model track is in a realistic countryside setting.

At the opposite end of the exhibit there is an attractive advisory bureau



The mobile exhibit



Commercial Agent John Maslin gives some freight information to a visitor.

that carries out a very valuable function. It is staffed by a Commercial Agent who knows the district where the exhibit is located, and is able to discuss, with the confidence

of local knowledge, any transport problems that show visitors might have. Also with the exhibit is the Display Officer of the Public Relations and Betterment Board.

## Seymour

Well known Seymour personality Mr. J. Forrester, who retired recently, had his headquarters there for 35 years. After starting as a lad



Mr. Forrester

porter at Benalla in 1920, he came to Seymour as a shunter in 1933, and eventually became a leading shunter, a goods guard, and, finally, a passenger guard. On his retirement, Mr. Forrester was presented with a smoker's stand, inscribed cigarette lighter, travelling rug, electric blanket, and a wallet of notes.

## Passenger on fire

Mr. A. H. Milne, former O-in-C of the Traffic Stores Division, had the extraordinary experience of seeing the passenger sitting next to him suddenly burst into flame.

It happened at Spencer Street about midday on a Saturday in 1919.

People were boarding a Broadmeadows train which was delayed in starting. As the seconds ticked by, it became packed. A young man entered, sat beside Mr. Milne, and lit a pipe. Immediately he burst into flame.

"He went beserk, and so did several others. Some jumped out

the pit side, and my hair was singed", said Mr. Milne.

The man on fire got out on to the platform, and somehow the flames were put out. A few minutes later he returned to the carriage. Fortunately he was unharmed . . . but his coat and vest were missing.

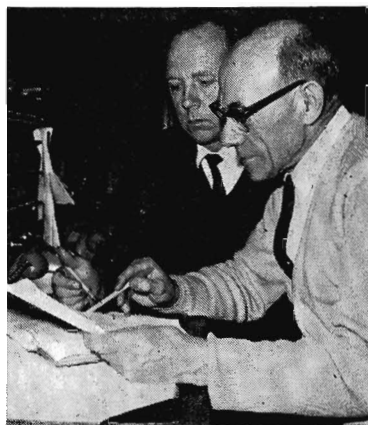
It later appeared he was a motor mechanic, and while working had accidentally saturated his coat with petrol or some similar fluid which, apparently, had not entirely evaporated by the time he had reached the train.

## Newport Workshops



Mr. R. W. Murray who has retired as foreman of the Machine Shop at Newport Workshops had been there ever since he joined in 1922, except for a few months at Ballarat North Workshops. In 1939 he went to England to study aircraft production and, on his return, was placed in charge of the Aircraft Production Annex that operated at the workshops during Second World War. Mr. Murray had been foreman of the Machine Shop since 1963. He is shown (right) being bade farewell by Mr. L. C. Rolls (then Acting Assistant Chief Mechanical Engineer); at right is Mr. A. J. Nicholson (then Acting Chief Mechanical Engineer).

## Horse cabs in car park



Mr. Collins (right) hands over to his successor, Mr. J. Horvath.

There are few aspects of the day to day life of Spencer Street station with which Mr. A. Collins is not familiar, as he had worked there for nearly 47 years until his retirement recently. When he began with the Department, at the Inwards Parcels Office in 1921, there were more horse-drawn cabs than motor cars parked at the station, and still a number of steam suburban trains running. At the time of his retirement, Mr. Collins was clerk to the stationmaster. In February, he will be leaving for a visit to Europe.

## Copper to Stainless Steel



During his 48 years in the Coppersmith Shop at Newport Workshops, Mr. H. F. Barnett, who has retired as Foreman Copper-smith, recalled that the Shop was one of the first in Melbourne to successfully weld stainless steel. During his long career, Mr. Barnett (centre left) has seen the partial replacement of copper by stainless steel, and the arrival of aluminium. At his retirement farewell, a dummy oarsman emphasized Mr. Barnett's interest in rowing. He was in the Footscray rowing club for many years, and, during retirement, is looking forward to doing some coaching.



Mr. M. H. Byrne is holding a combined barometer and thermometer which was among the gifts presented to him at Murrumbena station on his retirement. The presentation was made, on behalf of the staff, by the stationmaster, Mr. H. R. Carroll (extreme right). Mr. Byrne who had 48 years service, was a signaller at Murrumbena for the past six years, and before that, was at Prahran for 16 years.



**Carpet bowls**

This year's fixture was held in the V.R.I. Ballroom on Sunday, August 18. Although the entry was a little disappointing—with only nine men's and nine women's teams competing in the respective sections—there was nothing wrong with the enthusiasm of the players, as each game was keenly and evenly contested. In spite of multiple entries from some of the bigger centres, (which, I might add, are most welcome) only Bendigo was represented by more than one team in either section by the time the semi-final stage was reached. In the women's division, the semi-finalists were—Bendigo 2, Geelong, Ballarat and Benalla. In the men's division, Benalla, Geelong Bendigo 1, and Bendigo 3 were left to fight out the championships.

The Geelong ladies managed to knock out Bendigo on the last end, winning 20—19, and Benalla had a comfortable win over Ballarat. The final was a great spectacle that kept the large crowd of onlookers interested until the last bowl was delivered. Benalla ladies were too good on the day, and duly landed the title.

In the men's semi-finals, Geelong knocked out Benalla, and Bendigo 1 defeated Bendigo 3. In the final Geelong just snatched victory from Bendigo, winning 16—15.

In the consolation events, Bendigo scooped the pool, beating Benalla in the women's event and Korumburra in the men's section.

At the conclusion of the tournament, Mr. M. L. G. McKenzie, General President of the V.R.I., presented the trophies to the winning teams, and thanked the many V.R.I. councillors who had given up their day to assist in the running of the fixture.

**RETIREMENTS**

**ROLLING STOCK BRANCH**

- Hood, J. E., Newport 5/8
- Goad, A., Ballarat North, 31/7
- Breen, M. P., Newport, 9/8
- Devonshire, C. R., North Melb., 16/8
- Draper, E. R., North Melb., 30/8
- O'Brien, W., Ballarat North, 31/7
- Foster, C. J., North Melb. 17/7
- Clayton, L. G., E. R. Depot, 19/7
- Ceresa, A. C., Bendigo North, 1/8
- Dooley, F. J., Morwell, 15/7
- Gray, J. G. W., Ballarat North, 4/10
- Johnson, J. J., North Melb., 5/10
- Nolan, L., Newport, 9/10
- Bailey, G. A., T. L. Depot, 12/10
- Glenister, G. J., Jolimont, 18/10
- Edwards, E. G., Newport, 22/10

**TRAFFIC BRANCH**

- Borrack, H. J., Victoria Park Goods, 16/10
- Lets, T. G., North Melbourne, 18/10
- Smith, H. R.; North Gellong, 18/10
- Homburg, G. L., Geelong, 28/10
- Nolan, W. V., Dynon, 31/7
- Rose, D. J., Head Office, 2/8
- McConnell, A. W., Regent, 10/8
- Bailey, L. E. L., Brooklyn, 17/8
- Godfrey, W. H., Spencer Street, 10/8
- Studham, W. J., Moorabbin, 12/8
- Jones, L. H., Spencer Street, 5/9
- Wharton, J. C., Melbourne Yard, 29/4
- Grybas, J., Flinders Street, 17/7
- Taylor, B. O., Sunshine, 31/5

**WAY AND WORKS BRANCH**

- Anderson, J. R., Barnawartha, 13/10
- Bennett, G. A., Spotswood, 29/7
- Borisenko, I., Special Works, 16/7
- Bredemeyer, W. A. P., Spotswood, 30/10
- Burns, W. N., Special Works, 1/7
- Head, G. E., Laurens Street, 22/10
- Manfield, H. G., C/o. Bond. Supervisor, 23/10
- Rouse, A., Korong Vale, 27/6
- Schmager, L. K., Wangaratta, 15/10
- Shepherd, E. J., Burnley, 14/10
- Tatchell, B. A., Maryborough, 27/10
- Thorpe, A. S., Sale, 31/7
- Watts, J. E., Dunolly, 17/10
- Weaver, R. S. D., Rushworth, 12/7
- Wright, E. S., Flinders St., 14/10

**STORES BRANCH**

- Easton, A. D., Head Office, 12/7
- Hillman, C. H., Newport Workshops, 22/7
- Sacco, G., Permanent Way Depot, 15/10

**ACCOUNTANCY BRANCH**

- Hamilton, G. M., Head Office, 27/7

**ELECTRICAL ENGINEERING BRANCH**

- Douma, B., Lighting & Power Division, 17/7

**REFRESHMENT SERVICES BRANCH**

- Shields, Mrs. V. E., Footscray, 20/7
- Swift, Mrs. A., St. Kilda, 26/7
- Lehane, J. T., Dining Car Depot, 2/10
- Imrie, Mrs. E., S. G. Buffet, 9/10
- McNamara, Mrs. M. A., Melbourne Goods, 19/10

**COMMERCIAL BRANCH**

- Johnston, R. B., Head Office, 16/7
- Strange, A. L., Head Office, 26/7

*NEWS LETTER REGRETS*

**TO RECORD THE FOLLOWING DEATHS**

- ROLLING STOCK BRANCH**
- Spicer, W., Newport, 29/7

**TRAFFIC BRANCH**

- Li Rosi, A., Melbourne Goods, 5/8
- Roberts, A. R., " " 12/8
- Coughlan, V. L., " " 5/8
- Hynam, J., " " 18/8

**WAY AND WORKS BRANCH**

- Crimmin, E. T., Terang, 9/8
- Dillon, R. E., C/o. Construction Board, 17/7
- Hartley, G. A., Sutherland, 5/8
- Lawley, W. F., Laurens St., 23/7
- Long, W. B., Sunbury, 24/7
- Morris, J. W., Spotswood, 1/8
- Novachkos, C., Korumburra, 12/8

**STORES BRANCH**

- Carter, W. R., Spotswood, 27/7

**ACCOUNTANCY BRANCH**

- Hough, W. G., Head Office, 21/8

**REFRESHMENT SERVICES BRANCH**

- Foster, Mrs. E., Newport Workshops, 25/7

## Cricket

Advice has just been received that the annual cricket match against the Australian Postal Institute will be played on Monday, December 2. The venue of the game is, at this stage, a little uncertain, but it will possibly be the St. Kilda Cricket Ground. As the carnival team will be selected shortly after this date, performances in this game could have a big bearing on the ultimate team to go to Western Australia. The V.R.I.C.A. expects any players who desire to be considered for selection in the carnival side, to make themselves available for this match.

## Bowls

Another season is right with us, and I think it is timely to give railway bowlers a reminder of some of the activities of the V.R.I. Social Bowling Club. A very comprehensive programme of social matches has again been arranged, with games evenly spread among metropolitan and country bowling clubs. Representative teams will be fielded against the Australian Postal Institute, and in the transport industries tournament. In all these matches, form will be closely watched with a view to selecting the strongest possible team to represent Victoria in Tasmania in 1970.

As a matter of interest to all bowlers, the next four carnivals are scheduled to be played in the following order: Tasmania, 1970; Western Australia, 1972; New Zealand, 1974; and South Australia, 1976. It is the policy of the club to try and send as good a team as possible to New Zealand. The Club hopes to be able to assist financially with the cost of this trip, but warns that only members of three or more years will be eligible for this grant. Country players will have every opportunity to qualify for selection, as selectors will take particular notice of country week form. Remember, the yearly subscription is not all that expensive; the metropolitan rate being \$2.00 per annum and the country rate, \$1.00 per annum.

## Table Tennis

The final of the winter internal competition resulted in a win for Spotswood Storemen who beat Train Services 6-5. Although Spotswood Storemen looked odds-on favourites to take out the title, it was only in the last game that they were able to clinch the match.

In the V.T.T.A's winter pennant we made the finals of D.5 grade, but

were eliminated in the preliminary final. Four teams have been nominated for the summer competition, which should begin in October.

Recently 11 members of the Association went to Bendigo, where a series of matches was played against teams representing the Bendigo V.R.I. The fixture was played at the Bendigo Table Tennis Centre, and the visitors received a shock when the final tally showed a total of 22 games each, resulting in a draw. This further supports my theory that our country cousins are every bit as good as we city slickers, not only in table tennis, but in all other sports conducted by the Institute.



Warragul V.R.I. junior team.

## Golf

There was a rather disappointing turn-up of only 23 members and seven ladies at the Drouin Golf Course on Sunday, August 18, when the V.R.I. Golf Club conducted an 18-hole stroke event. The winner was Tom Hoffman who beat Harry Hawke on a count back. In the secret partners event Harry fared better, as he and Harold Humphrey collected the trophy. Mrs. Williams, wife of Barry Williams of Traralgon, won the ladies' trophy.

The Friday competitions continue to be well patronized. Trophy winners over the last month were—A. Collins, D. Boisen, G. Winnell, W. Hill and H. Casley. Advice has just been received that Tasmania will take part in the 1969 Carnival, so this means that, for the first time, all Australian Railway systems will be represented.

Indications are that even New Zealand could be interested in coming over to Melbourne next April. We here in Victoria are very happy that Tasmania has decided to join the golf circuit and we would particularly like to see New Zealand with us also.

## Football

It is to be hoped that Charlie Sutton and his scouts out Footscray way read this, because down Warragul way which is part of their recruiting district, the young'uns are very keen on their footie (Aussie Rules, of course). It appears that an under-14 district competition has been organized, and the Warragul V.R.I. decided to enter a team. Des Clements, a driver at the Loco, took on the onerous job of secretary, and did it so well that they finished up with over 40 boys on their training list. The team came third, and was eventually eliminated in the preliminary final, so it can be truly said that it acquitted itself really well.

Des had a great band of enthusiastic railwaymen behind him, including Owen Holleran (night officer) as president, Ken Ross (guard) as treasurer, and Ray Hughes, Kevin Burke, Barry Wilson (Traffic Branch) Bill Thompson (O'head) and George Newitt (Rolling Stock) as committee-men.

"Best and fairest" award was won by K. Daw, "best clubman" by J. Puchalski, "best utility player" by R. McCarthy and "most determined" by J. Myles.

Most of the lads are either sons or close relations of railwaymen in the district. It's good to see the dads and lads get together on a Saturday afternoon.

You'll notice by the photograph that the team is as well turned out as any, but it's sad to see them wearing the red, white, and blue. Think how much better they would have looked in the red and black. Let's hope that next year when we write of their activities that we are congratulating them on a premiership.

One reason that the school of experience is so tough is that you get the test first and the lesson afterwards.

VICTORIAN RAILWAYS

# NEWS LETTER

OCTOBER



1968



V.R. CHAIRMAN COMMENTS ON

## UNFAIR COMPETITION

Although you may have read of substantial increases in tonnage carried by rail interstate, we are still faced with increasing road competition. The standard gauge line has enabled us to offer reasonable rates and a fast service for goods to Sydney and beyond. However, there is a limit to the overall time of the rail journey. The operation of a railway has many restrictions placed on it; there are speed restrictions for safety sake, there are limits on hours of duty, limits on the carrying capacity of vehicles, the size of loads, etc., all rigidly adhered to, and rightly so.

We are aware that road operators also have certain restrictions laid down by law, such as speed, weight, size, and hours of duty. It would appear, however, that it is easy for them to break the law and thus

obtain a distinct competitive advantage over rail.

I was interested to read in the Press recently that a carrier was once receiving \$22 per ton but now he has to try and make ends meet at \$14 per ton for trips from Melbourne to Sydney. This carrier can only attempt to make ends meet by breaking the law. The following are his comments, as published in the press.

"We have to overload and drive excess hours to get a quid, and when we do, we get lumbered.

"Big companies make profits by sub-contracting to owner-drivers, but the drivers don't get enough money to make ends meet.

"To make ends meet he breaks the law, and gets fined. He breaks the law again to pay the previous fine. It's like a dog chasing its own tail".

### Fire warning

The Department has written to several primary producers' organizations advising them of the whistle code sounded by train drivers for a fire on or near railway property, and requesting that the information be circulated among their members.

The first responsibility of the train crew on observing a fire on or near railway property is, of course, to try and extinguish it. When this is beyond their resources to do so, the driver of the train must immediately sound a whistle code of one short, one long, and one short, indicating that a fire has been sighted. This whistle code is repeated at regular intervals until such time as the location of the fire has been reported to a track gang or the officer-in-charge of a station.

### Save \$5,000

A person living at Glen Waverley or Ringwood who worked until the retiring age of 65 would spend \$8,000 to \$10,000 in petrol in travelling to the city. This was said last month by Mr. H. W. McCorkell, a senior town planner, who was speaking at a conference on decentralization.

But, yearly railway tickets from either station would cost only about \$5,000. So, by using the train, he

could save from \$3,000 to \$5,000 in petrol alone, avoid traffic tangles, and be chauffeured to the city in relaxing comfort. This would seem to be a point worth noting by town planners, as well as the travelling public.

### Adelaide freight records

Train tonnage records for the Melbourne-Adelaide fast freight service continue to be broken.

During the week ended September 14, 43,619 tons were hauled on trains between the two capitals. A total of 2,285 vehicles was used in hauling this record train tonnage.

The previous weekly record was for the week ended September 7, when 43,577 tons were hauled, and 2,277 vehicles were used.

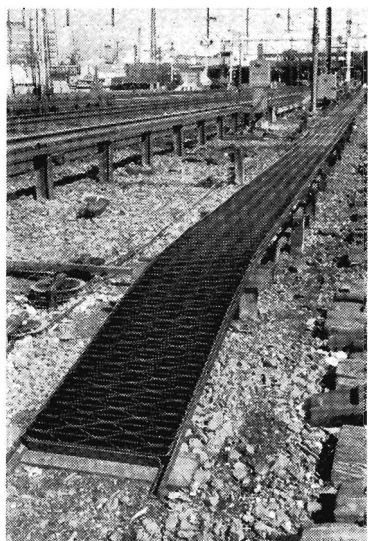
A daily record was established, too, on September 17, when 8,486 tons were hauled between the two cities.

Loadings of steel, motor cars, soda ash, and general goods accounted for the rising train tonnage on the service.

From Melbourne to Adelaide, there are, on the average, 19 express freight trains each week—three on each of five nights and two on each other night. From Adelaide, there are 18 expresses—three on four nights and two on three nights.

### Lets sun through

Open mesh steel decking over point rodding at Flinders Street, was recently installed to provide a safer walkway for use by railway staff. When wooden decking is placed over point rodding, problems of compensation arise that are caused by the differing rates of expansion between the shaded rodding and other sections of it that are exposed to the sun. It is expected that steel mesh, being open to the sun, will minimize this effect. Owing to its extended life it is also more economical than timber. This is the first use of steel mesh for this purpose on the Victorian Railways.



Walkway at Flinders Street

### FRONT COVER

**HOUSE FLAG** : at Spencer Street station, the Department's house flag is raised by Stationmaster L. H. Jones (left) and Station Assistant S. R. Hamilton. (See June *News Letter*, p. 87)

The first Departmental experiments with speed-indicating instruments were made in 1897, when a series of tests was carried out between Castlemaine, Bendigo and Goornong with a Boyer machine, fitted to engine F. 128. This type of instrument was operated by a belt driven from the front axle of the engine, and the rate of speed was "indicated" on a dial in the engine cab.

# THE UNCOMMON CARRIER



The tiny trains fascinated visitors of all ages.

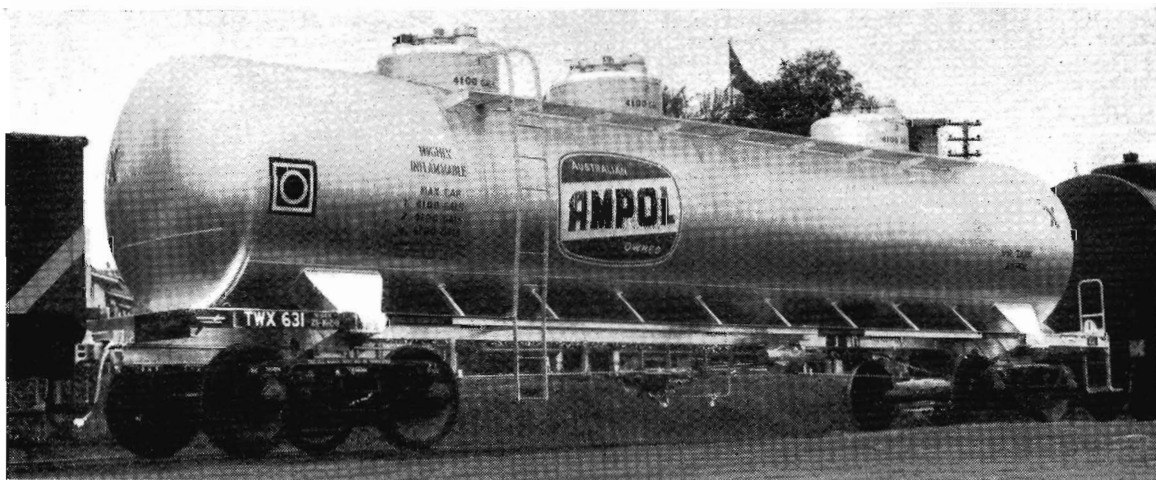
The message that this year's V.R. exhibit at the Royal Show brought home to visitors was that the Railways carry every kind of freight—from 160-ton transformers to delicate flowers (see story on page 149). This message was reinforced by a display board showing 55 discs, each with a symbol for some of the more unusual types of goods carried.

The theme was also emphasized by the model train layout with its realistic tiny freight wagons, many of which indicate their "contents". This layout, incidentally, is one of the largest of its kind in the world. Operating on it are 13 locomotives, of six different classes, and 125 vehicles, including over 40 different types of freight wagons. With branch lines, the model has 366 ft. of track. During the Show, each little train ran over 7,000 scale miles.

Other attractions included the 1/12th scale models of rolling stock, free pamphlets, free identity discs for children, and, of course, the advisory section staffed by Commercial Agents. Among improvements made this year, was the provision of space with more privacy for the Commercial Agents to interview clients.

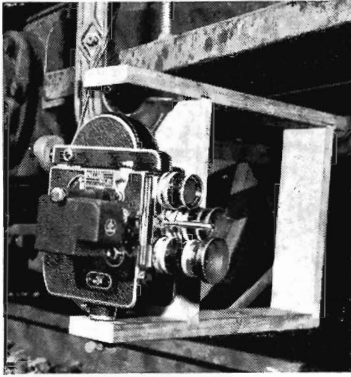
The 1/12th scale models included a working one of the bogie exchange; this contrasted with a similar working B.E. model 10 times smaller—1/120th scale.

## NEW TYPE OF TANKER



This, the first of 10 new rail tankers of integral design, entered service last month. The tankers have been designed by V.R. engineers and are being built at Newport Workshops to meet the demands of the increasing oil traffic. The new tankers will be leased to various oil companies for carrying white spirits. Integral construction eliminates the conventional underframe, and because of this, weight is reduced, and capacity increased by over 2,000 gal., to about 12,300 gal. The nine remaining tankers in the building programme will enter service at the rate of about one every two weeks.

# RAIL ADS. ON TV



Already "atmosphere" film has been shot by V.R. Publicity Photographer L. Whalley for use in the projected TV advertising. Mounted on the shunters step of a T class diesel, is a 16 mm. movie camera with which moving track and loco wheel were recently filmed. The camera was operated electrically by remote control. The loco ran between Warrenheip and Lal Lal, in the up direction, as the downhill grade enabled the engine to coast, and so avoid vibration that would have affected the camera. The trip was made in the early morning so that the slanting sunlight illuminated the web of the rail and the lower parts of the wheel.



(from left) Driver M. Doyle, Fireman N. Nulty, and Foreman J. Martin examine the movie camera mounted on the diesel.

Beginning 1969, the Department is to extend its advertising into country television.

All country commercial stations in Victoria, and that at Albury will telecast a V.R. 20-second commercial at about 6.29 p.m.—just after the local news—every Wednesday and on alternate Thursdays. This time slot should command an extensive audience.

Negotiating this blanket cover made T.V. advertising history, as it was the first time representatives of all country stations had been brought together and asked to submit a joint proposition.

The Department will also contribute substantially to the physical production of its T.V. commercials, providing all the necessary film, as well as many scripts and ideas.

Already the Department has a radio blanket cover of the State, using all Victorian commercial stations as well as those at Albury and Deniliquin. Starting in the late 50's, a 50-word spot was taken in the morning news, Monday to Saturday, except for 3LK at Lubeck, where a Monday to Friday midday news spot was bought. However,

substantial rate increases forced the Department to cut out many of the Saturday announcements.

As further steep rises in rates this year made TV a competitive proposition, the negotiations were initiated by the Department. Whether radio

will continue to be used as at present, or reduced or even eliminated, will be determined when the radio contracts fall due for renewal next year.

The Department creates and handles all its own advertising without using an outside advertising agency.

## VACANCIES FOR APPRENTICES

The Department will have vacancies for 234 new apprentices, covering 20 different trades, in 1969. Most of the vacancies will be in the metropolitan area, but some will be at Bendigo and Ballarat.

Applications for the apprenticeships will close on October 21, 1968.

No industry in Australia has more experience in the important business of training apprentices than the Victorian Railways.

The first Railway apprentices started their training at Williamstown Workshops in 1860, and since then the Department has taken a justifiable pride in its training methods in producing first-class tradesmen.

A 14-page full colour booklet, with illustrations and details of the present wide range of trade training in the Railways, has been produced for interested school-leavers and parents.

The booklets and application forms are available at all staffed railway stations in the state, and can also be obtained from the Employment Officer, Room 215, Railways Administrative Officers, Spencer Street, Melbourne, 3000, or by ringing auto. 1910.

## FLINDERS STREET DEVELOPMENT

As *News Letter* went to press, it was reported that Meldon Properties Pty. Ltd., which has the option to develop the Flinders Street station site, has, for more than a year, been making a feasibility survey of the site. The option for that site was previously held by H.K.J. Pty. Ltd. Lend Lease Corporation Ltd., a partner in Meldon Properties Pty. Ltd., was soon expected to make a firm proposition to the Government on its plans for the redevelopment. (See *News Letter* Nov. 1967, p. 162, and June 1963, p. 86).



# FRAGRANT FREIGHT

Spring, for some railwaymen, means fragrance; for it is then that the Department handles its most fragrant freight.

First come the daffodils. During the peak—early September—more than a ton a day (over 100,000 of the golden trumpets) are railed from Belgrave to Sydney. This is in addition to many boxes of them that are railed from other stations in the Dandenongs area.

At Spencer Street, the daffodils are transferred to *S.O.P.* and *Southern Aurora*, and leave for Sydney the same night. Blooms picked in the morning reach Sydney in less than 24 hours.

Then comes the sweet-scented boronia. Last month, about 1,200 bunches of it were railed from Horsham.

And springtime sees large railings of thryptomene. With its myriad, tiny, bell-like flowers, thryptomene (bush heath myrtle) is popular with flower buyers because of its lasting qualities.

Up to 4,800 bunches of cultivated thryptomene are railed from Horsham each week, for florists in Melbourne, Adelaide, Ballarat, Geelong, and Murray Bridge.

The thryptomene is grown privately on about 25 acres at Laharum North, near the Grampians, and about 14 miles from Horsham. It



At Spencer Street, Patricia Harrington admires some thryptomene being unloaded by Van Stower S. Peterson.

grows on 5-ft. high bushes that have a life of about seven years. Daily consignments consist of 50–60 bundles, each weighing about 22 lb.

The grower of the cultivated thryptomene, Mr. D. W. Winfield, says that the poor sandstone soil and moderate rainfall favours its

growth; it would not grow on irrigated land.

“The area is also ideally situated about mid-way between Melbourne and Adelaide, and the train service from Horsham means that the flowers can be in either city by the morning after picking”, he said.

## THE V.R.I. LIBRARIAN

The English spring publishing season has proved a very good one in all fields of reading. In detective, western, romance and adventure novels, many well-known and popular authors are represented, many with more than one title. Also, a very promising crop of general fiction titles is arriving in the Library.

Wilbur Smith, author of the very popular *When the Lion Feeds* and *The Sound of Thunder*, again chooses Africa as the locale for his latest and thrilling semi-historical *Shout at The Devil*. In this fine mixture of humour, adventure and horror, an Irish ivory-poacher's personal vendetta against the German occupying forces in 1914, is woven into the hunt for a German warship.

Africa too, is again chosen by Alan Scholefield (*A View of Vultures and Great Elephant*), in his new book, *The Eagles of Malice*. The time here, is 1904; again the German colonialist army is the villain, and

## TALKS ABOUT BOOKS

its policy of extermination of the natives of the Kalahari desert, is the theme.

Good characterization is one of the strong points of Elliot Arnold's *A Night of Watching*, and a good story, again based on fact, makes exciting reading of this fictional account of the Danish underground's smuggling of eight thousand Jews from Denmark to Sweden, in 1943.

Many readers will recall John Rowan Wilson's fine novel *Hall of Mirrors*, which dealt with the subject of medical ethics. This author again turns to moral issues in *The Side of the Angels*, in which the theme is the moral and political problems facing research scientists in the field of genetics, when their decisions must affect the whole of humanity.

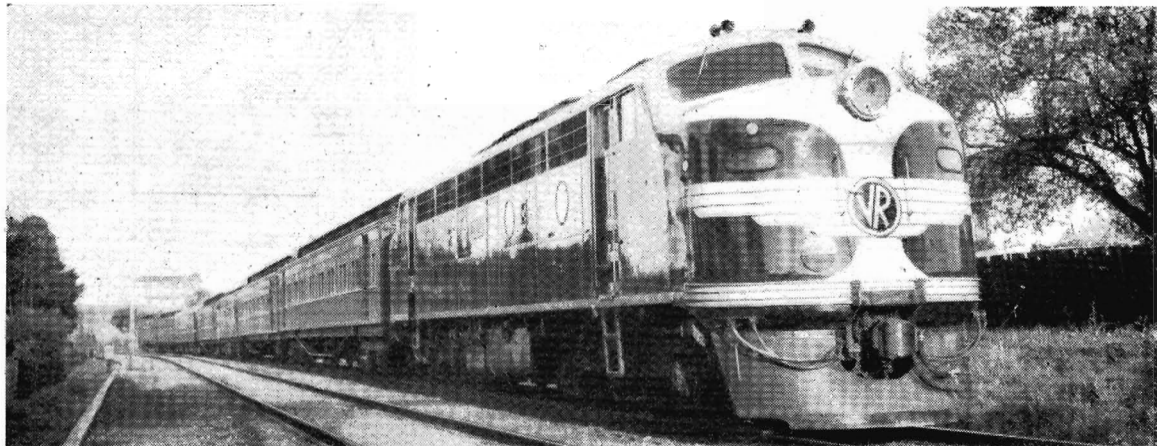
Moral questions, but of an entirely different nature, are also important to the characters portrayed in *The Ladder* by Dudley Barker. Politic-

ians and unionists are the protagonists in this political study.

In lighter vein, Peter de Vries is an author whose books are comic, but with undertones too serious for the books to be classed as pure humour. *The Vale of Laughter* is the story of a compulsive jokester and punster. You can well imagine the strain of being married, for instance, to a man whose every thought is of a practical joke, and whose every utterance is a pun. This book would not appeal to all readers, but it has been very favourably reviewed.

Catherine Marshall, author of *A Man called Peter* has now written a novel which will have great appeal to readers who are weary of today's sordid stories about unsavoury characters. *Christy* is the story of a young schoolteacher in the Smoky Mountains of Tennessee in the early 1900's. There are some fine characters in this novel, and it is sure to prove popular.

# EVEN LIVE CHOOKS



The special waits at Lilydale for return of participants in the first-aid competitions. Buses conveyed them between Lilydale and Mt. Evelyn.



Members of the Electrical Engineering No. 1 team are being given the oral examination in the Norman Car.

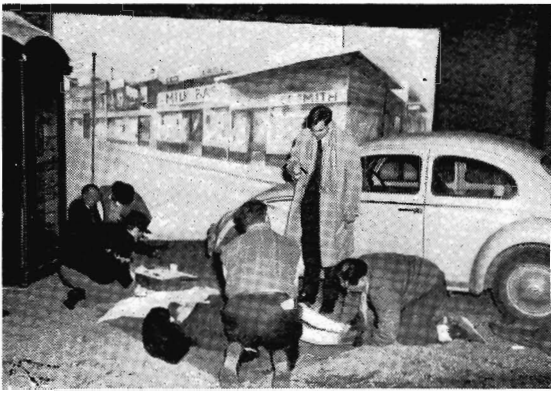


In this well-painted scene, a boat jetty builder is being treated by Sunshine No. 3 team that came third in the senior section.

Realistic sets were a feature of the 58th State first-aid finals held last month at Mt. Evelyn. The skilfully painted scenic backgrounds blended perfectly with the actual "props" used in each set. For an accident to a poultry farmer there was even a pen of live chooks (by courtesy of the Refreshment Services Poultry Farm). Disdaining to treat the day out as a mere picnic, one of those industrious fowls continued with her Departmental duties by producing an excellent V.E.B. quality egg. The poultry farmer, however, was in a bad way, suffering from apoplexy and a fracture of the neck of the thigh bone. Incidentally, this latter injury proved elusive—it was found by only three out of the six competing first-aiders.

Attached to the special train that takes competitors and officials from Spencer Street to Mt. Evelyn are the Notman and Carey Cars, the latter providing hot showers after the conclusion of the competitions. In the Norman Car, beginning soon after the departure of the train, the oral examination in general first-aid knowledge is given by the adjudicators to the competitors.

Included among the sets designed by the Ambulance Officer (Mr. R. Grace) and his staff, to test the skill of competitors, were an accident to a parachute jumper, and a lounge room in which the householder had been stabbed by a burglar. The painted backdrop of a North Balwyn type lounge room showed a bottle of champagne cooling in a bucket of ice, a reliable indication that the owner was in the burgling-worthy class. In another set, competitors had to take over from an unqualified first-aidier whose skill had failed to match his enthusiasm.



Sunshine No. 1 team, winners of the novice section, treat victims of a road accident.



In the fowl pen, Mr. C. W. Paterson, winner of the senior individual event, looks after the injured poultry farmer

The Challenge Shield (senior section) was won by Ballarat Traffic No. 1 (Messrs. D. J. Kinnane, R. C. Lunnon, G. Storey, A. Phillips, and N. L. Deveson). In the novice section, the Blackburn Shield went to Sunshine No. 1 (Messrs. W. A. Hutchieson, S. E. Elliott, L. W. Hocking, I. J. Parker, and M. Cooke).

In the individual events, the senior and novice sections were won by Messrs. C. W. Paterson and A. Phillips respectively.

Ballarat Traffic No. 1 team and Mr. Paterson will represent the Victorian Railways at the Australian Railways competitions to be held in Hobart next month.

As can be seen from the results, teams from the Ballarat and Sunshine areas again did very well.

The adjudicators were Messrs. Douglas Donald, Hugh Johnston, and D. Brownbill, and Doctors J. Gowland, A. C. Reith, Peter Bush, V. C. Dyring, and E. R. G. Sheil.



Against another realistic backdrop, Numurkah team is at work on an injured parachute jumper.

## Dinner

At the dinner to competitors, awards were announced and presentations made by Mr. Commissioner L. A. Reynolds. Mr. S. F. Keane, Chief Mechanical Engineer, who was chairman, proposed the loyal toast; other toasts were proposed by Messrs. I. G. Hodges (Chief Electrical Engineer), D. D. Wade (Chief Civil Engineer), and H. D. Chandler (Deputy Chief Commercial Manager). Responses were made by Messrs. D. J. Kinnane, C. W. Paterson, D. Brownbill, Dr. J. Gowland, and Mr. J. Elliott (Assistant First Aid Superintendent, S.E.C.).

During the evening, Dr. C. V. Dyring, the Department's Chief Medical Officer, was presented by Mr. Hugh Johnston with a gold railway first aid membership medal, marking the eighth competition at which he has adjudicated.

As usual, an excellent luncheon and dinner were provided by the Refreshment Services.

# RESULTS

## SENIOR TEAMS

1. Ballarat Traffic No. 1
2. Bendigo Nth. Workshops No. 1
3. Sunshine No. 3
4. Electrical Engineers No. 1
5. South Dynon Loco. No. 3

## SENIOR INDIVIDUAL

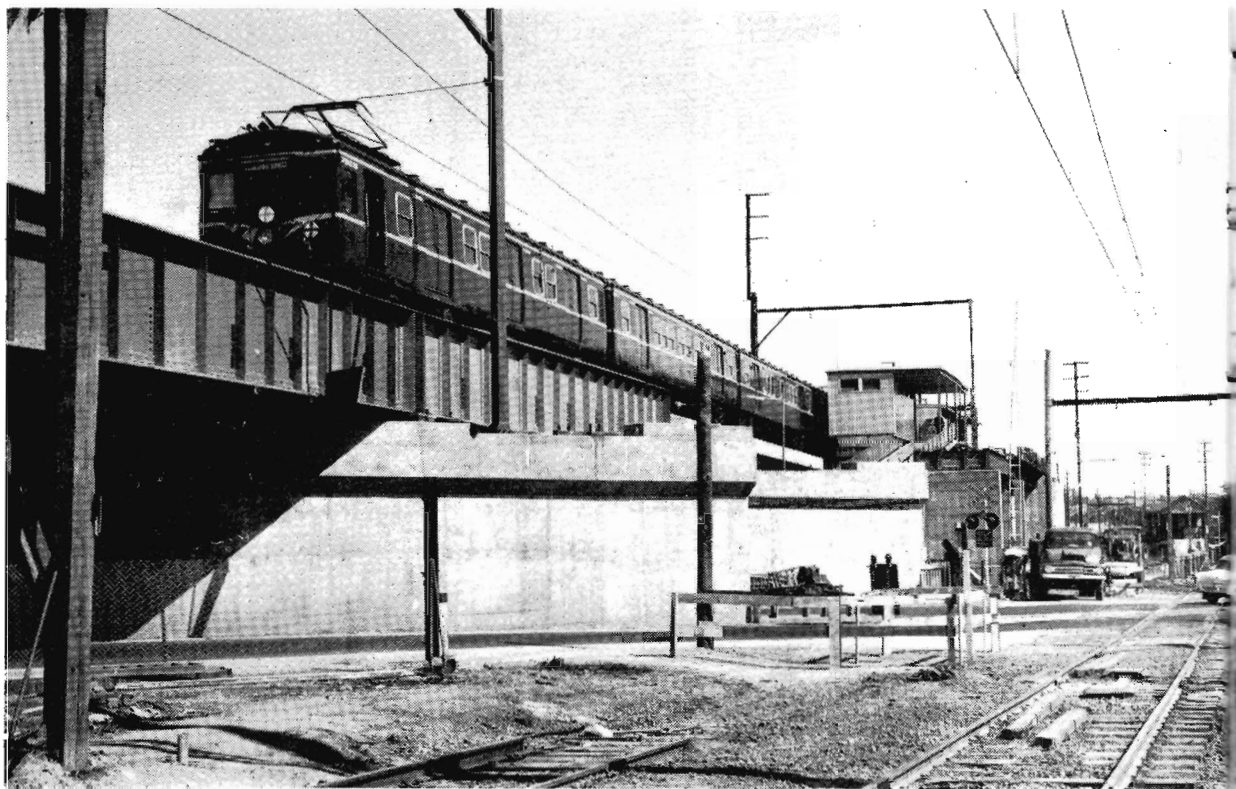
1. C. W. Paterson, F/A attdt., Jolimont W. S.
2. R. R. Wain, welder, Electrical Depot, Spencer St.
3. E. M. Sternberg, F/A attdt., Ballarat Nth. 'shops
4. A. Phillips, fitter, Ballarat Nth. 'shops
5. R. C. Graham, fitter, Bendigo Nth. 'shops
6. A. J. Moore, foreman, Batman Avenue

## NOVICE TEAMS

1. Sunshine No. 1
2. Ballarat Nth. Workshops No. 2
3. Bendigo Loco.
4. Numurkah
5. South Dynon Loco. No. 1
6. Newport Workshops No. 2
7. Warragul

## NOVICE INDIVIDUAL

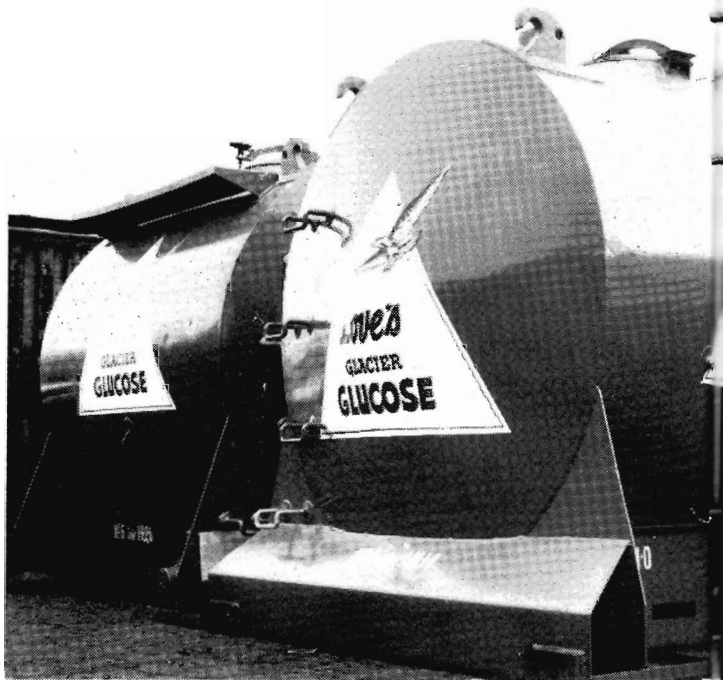
1. A. Phillips, fitter, Ballarat Nth. 'shops
2. W. A. Hutchieson, clerk, Traffic Branch, Flind. St.
3. H. van Ginkel, engineer, Head Office
4. H. Quick, train controller, Ararat
5. T. H. Chafer, boilermaker, Bendigo Nth. W.S.
6. R. O. Smith, sub-foreman, Mildura
7. R. W. Wood, driver, Geelong
8. A. E. Orchard, shedman, Sale

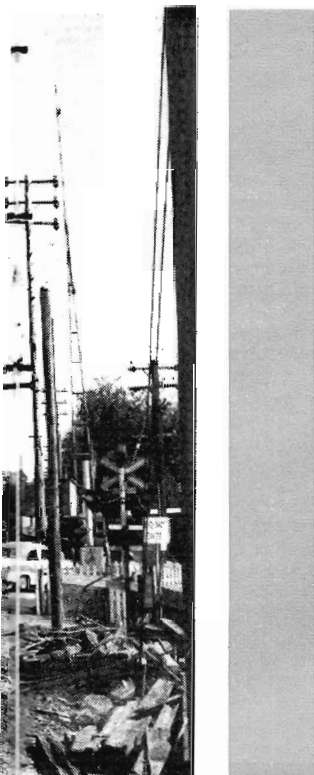


**NEW OVERPASS:** Train crosses on the up track of the Canterbury overpass; the up track opened on September 15. The existing down track at ground level will be pulled up when the remaining section of the overpass carrying the new down track is completed. (See *June News Letter*, p.88)

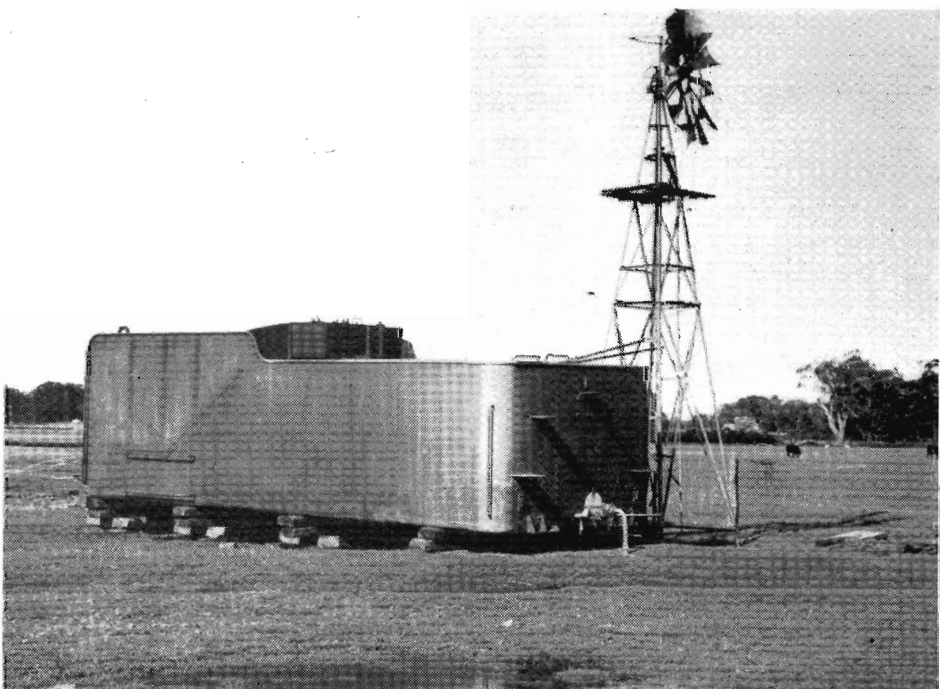
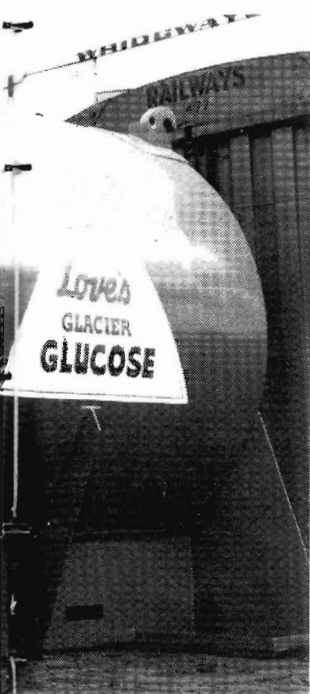
## VIEWS OF NEWS

**SWEET FREIGHT:** The use of specialized containers continues to grow, as can be seen from these two that were recently photographed at Dynon. Glucose is used in manufacturing confectionery, biscuits, cakes, jam, and pharmaceutical and veterinary products.





**WANDERER RETURNS:** A Garratt locomotive is being placed in position at the Australian Railway Historical Society's Museum at Newport Workshops. The locomotive was given to the Society by Australian Portland Cement Ltd. It was one of a group built at Newport Workshops during the Second World War, for use on 3 ft. 6 in. gauge Australian railways.



**STILL WORKING:** After serving the railways, this tender from a scrapped J class locomotive now serves as a water storage on a farming property at Lal Lal. The tender can hold 4,200 gal.

# RAIL USERS SAY...

## **Serviceton, Ararat**

I wish to express my thanks and appreciation to your staff at Serviceton and Mr. Hearn and staff from Ararat, for the wonderful way they arranged the "transshipping" of passengers in the early hours of this morning, due to the derailment.

My husband and I motored from Adelaide to "collect" my parents who were returning from a visit to Victoria . . . The efficient way in which Mr. Hearn assisted us was magnificent, and enabled us to whisk my parents into their car and deliver them safely to their house with no undue stress.

We cannot speak highly enough of all your staff for the way the whole thing was handled, and shall always be extremely grateful for the help they gave us.

—Mrs. M. Clipstone, Piccadilly Road, Stirling, S.A., writing to the Commissioners

## **Canterbury**

This letter is to express my appreciation for the courteous and efficient service given by the (parcels) staff at Canterbury station during more than 15 years. . .

—Betty McDowell, Whitehorse Road, Balwyn

## **Sunshine**

We would like to express our appreciation of the assistance given to us by the Stationmaster and his staff at Sunshine station on the morning of Friday, August 30, and Thursday, September 5, when parties were dropped by *The Overland* to connect with transfers to Essendon Airport, where their flights were waiting for them.

These movements could not have been undertaken successfully if we had not had the full co-operation of the Railways staff.

—S. S. Doone, O.I.C. Special Itineraries, Ansett-Pioneer, writing to the Chairman

## **Cheltenham**

. . . The clerk who attended to me at Cheltenham, gave most courteous service and went to no end of trouble to recover the parcel I left in the train. It is most gratifying to have officers of this type giving service. . .

—L. F. West, Shands Street, Beaumaris, writing to the Commissioners

## **Sunshine, Belgrave**

. . . I found the staff at (Sunshine and Belgrave) very courteous and helpful in handling our parcels. . .

—Robert A. Wiseman, Benjamin Street, Sunshine

## **Canadian likes Southern Aurora**

I would like to complement your staff on *Southern Aurora* for their courteous service.

I would rate the personal service superior to any railway I have travelled on . . .

—Ron Taylor, Vancouver, Canada, writing to the Commissioners

## **Special train**

. . . We are so pleased with our trip (449 pupils and teachers) by special train from Cobram to Melbourne, that we are considering what form a similar trip, next year, will take.

—B. W. Clarke, Senior Master, Cobram High School, writing to the Superintendent of Train Services

## **Princes Bridge**

My son left his sports bag on the train from Watsonia. On ringing Princes Bridge station I received the utmost co-operation and friendly service . . . The man to whom I spoke (Station Assistant M. A. Nardella—Ed.) located the bag in 10 seconds, and sent it on the next

train to Alphington where my son collected it . . . That is what I call Railways efficiency.

—Mrs. P. Devereaux, Alphington, writing to the Secretary

## **Malvern**

. . . Thanks to the staff at Malvern and Frankston stations for recovering bag and camera left in train. . .

—S. Terry, May Road, Toorak, writing to the Commissioners

## **Mooroolbark**

. . . Thanks to your stationmaster at Mooroolbark for recovering my umbrella which I had left on Camberwell station. . .

—Mrs. L. Wilkinson, Mutter Crescent, Mooroolbark, writing to the Secretary

## **Caulfield**

My special thanks to the gentleman at the ticket window (Junior Clerk C. Ryan—Ed.) . . . I had lost my purse but he did everything to help, and was so kind to me. . .

—Mrs. M. Colson, Larool Crescent, Seaford, writing to the stationmaster, Caulfield

## LINES FROM OTHER LINES

### **U.S.A. as a land bridge?**

According to cargo experts, containers will have such far reaching effects that trading institutions such as the Panama and Suez canals may eventually be useless to them.

They talk of using the United States as a land bridge in moving transistors and electronic parts from Japan to Europe.

Ships from Tokyo would deliver containers at Seattle for railing across the continent to New York, and then reloading on to ships for the voyage to Europe.

It is already being done on a small scale, and the time saving is 16 days—all because of a simple item, the container, which as a box, has been around for ages.

—(The Australian.)

### **20,000-ton trains**

Just what a railway will carry is being demonstrated by the Hammersley iron ore railway linking Mount Tom Price with the export port of Dampier in Western Australia. From reports received it appears that the railway is now being

used by trains of 100 iron ore wagons, carrying up to 20,000 tons of ore.

There are three 2,750 h.p. diesel-electric locomotives in service, handling a scheduled six ore trains a week. These heavy locomotives, weighing 174 tons each, and the heavy  $1\frac{1}{4}$ -mile-long trains they are hauling, require very careful handling. It appears that a too sudden application of the brakes can result in a skid that puts flat planes on the wheels.

Constant track supervision is also required because the heavy-weight trains have a tendency to bow up the track in front of them. The rails are the heaviest in use in Australia: they weigh 119 lb. a yard and were welded at Dampier into 1,020 ft. lengths.

### **Pregnant Whales**

Names given to some of the big freight vehicles that have been built in recent years in the United States include: *Rail Whales*, *Pregnant Whales* (big tank cars), *Whopper Hoppers*, *Big John* grain wagons, *All-Door* wagons, and *Pig Palaces* (they hold 300 pigs).

# W.A. STANDARD GAUGE

The completion in August of the W.A. standard gauge line between Kwinana, Perth, and Kalgoorlie brought closer the day when a standard gauge line will extend from the west across the continent to Sydney.

At present, only two sections remain to be converted—Port Pirie to Cockburn, and Cockburn to Broken Hill. The former is expected to be completed by the end of this year, and the latter probably by next July.

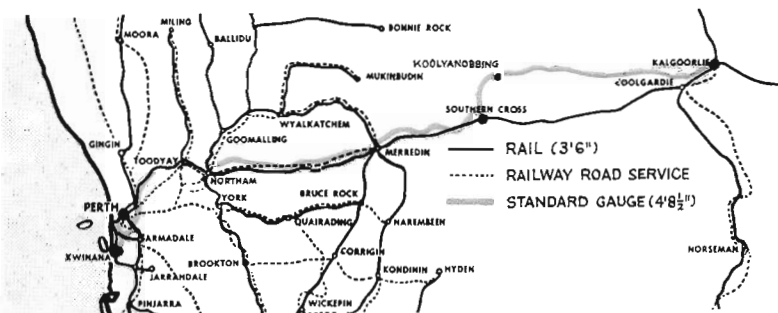
Work on the standard gauge line between Kalgoorlie and the coast began in November 1962. It was made economically possible by the decision of the Broken Hill Pty. Co. Ltd. to develop iron ore deposits at Koolyanobbing and establish a multi-million dollar integrated iron and steel industry at Kwinana.

Iron ore trains of 8,000 tons now complete the 608-mile round trip between Koolyanobbing and Kwinana in 24 hours.

Motive power for the new W.A. line consists of 3,300 h.p. diesels. Picture at right shows one of them at Dynon on its way to W.A. They are attractively painted in two shades of blue, with yellow lines, and front buffer beam picked out in red.

The new line will enable fast freight trains to move between Sydney and Perth in not more than four days. Overseas container traffic is expected to be an important part of the freight they will carry.

Two air-conditioned trains will be added to the existing fleet on the Perth-Sydney transcontinental passenger service, to cover the journey in under three days. As modern as any train in the world, they will include first and second-class sleeping carriages, club, lounge, and dining cars. The through passenger



One of the new W.A. diesel-electric locomotives at Dynon, en route to W.A.

services will begin as soon as the new East Perth terminal is opened.

As far as traffic from Victoria is concerned, the new line, by eliminating the break of gauge at Kalgoorlie (there was no bogie exchange

there), will speed freight traffic and reduce loss and damage.

The only remaining break of gauge is at Port Pirie, and transfer of freight at that point is efficiently handled by bogie exchange.

## BRITISH RAIL RUNS HOVERCRAFT

Recently the world's largest Hovercraft, the 168-ton SRN-4, entered service when British Rail introduced the craft on a daily all-year service between England and France.

This giant, the first of a new generation of Hovercraft that brings the day of Hoverliners one step nearer has cut the traditional 90-minute ship crossing time between the two countries to 35 minutes.

It is capable of carrying up to 800 standing passengers in a commuter role. But British Rail has provided seating for 250 passengers

and accommodation for 30 cars.

SRN-4 is the first Hovercraft capable of fully mastering the 10-ft. high waves that can be encountered in the English Channel. With 8-ft. tall skirts and four stern-mounted Rolls-Royce marine gas turbine engines, each developing 3,400 shaft horsepower, the newcomer can operate at speeds of up to 65 knots over a 120 nautical mile range.

SRN-4 can justly claim to be a "sea-shrinker". Although she is 130 ft. long, 78 ft. wide and nearly 38

ft. high, her four giant air propellers enable the craft to accelerate to 60 m.p.h. in well under a minute.

There is no "going to the bar for a drink" during journeys—instead four British Rail attendants look after passengers and sell liquor and cigarettes for consumption at the end of the trip.

A single fare across the English Channel is \$7.50.

Passengers embark and disembark via side doors; cars are simply driven on or off SRN-4 through a bow ramp door or the large stern doors.

# A RAIL TRAGEDY

Thomas Finlayson was 53 years old. He had come to Victoria from Scotland in 1853 as accountant of the Hobson's Bay Railway Company.

When Joseph Ward, the then secretary, was transferred to the Victorian Railways in 1857, Finlayson became secretary of the company and held that position for 22 years. Under his guidance, the company pulled through its early difficulties.

James Laurence was 43 years, and had come from England. In 1862, he was employed as a delivery clerk by Norton and Co., who conducted the goods traffic of the Hobson's Bay Railway. When the railway company took over that firm in 1854, Laurence was transferred, with the other employees. His salary was \$500 a year.

The murder took place just 28 days after the Melbourne and Hobson's Bay Railway had been acquired by the Victorian Government.

## Dislike for authority

Laurence, who worked in the goods office at Flinders Street station, appeared to have had, for some time, a grievance against the administration.

Evidence indicates that, in murdering Finlayson, he was carrying out a previously conceived plan to destroy John Wakefield, the accountant.

Laurence selected a No. 2 Webley revolver and cartridges from Rosier's gun shop in Elizabeth Street on July 18. He promised to pay the cost—\$7—later.

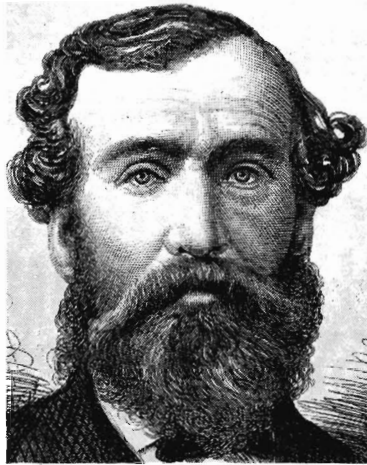
Laurence was often drunk and his work unsatisfactory. He had a dislike for officials occupying prominent positions.

On several occasions, his conduct had to be reported to the directors, but Finlayson, knowing that he had a wife and seven children, always interceded and saved him from dismissal.

The secretary would substitute a reprimand that was conveyed to Laurence by Wakefield.

Laurence actively opposed alterations in Departmental regulations

On July 28, 1879, on Flinders Street station, James Laurence drew a revolver from his pocket and shot dead the secretary of the Melbourne and Hobson's Bay Railway Co., Thomas Finlayson.



Thomas Finlayson (*Latrobe Library*)

that had recently been announced. He organized a staff meeting at a city hotel to discuss them.

## Day of the murder

Just after 10 a.m. on July 28, Laurence walked into the secretary's office and looked vacantly at Finlayson.

Bradley, the chief clerk, followed and asked Laurence what he wanted. He replied vaguely and left the office.

Finlayson remarked to Bradley about the incoherency of Laurence and went out on to the platform to watch him.

Meanwhile, Laurence had gone into Durant's oyster saloon, midway between the Sandridge and Windsor platforms.

He had eaten six oysters and ordered an oyster stew, when Finlayson, smoking a cigar, entered the saloon with his accountant and a man named McDonell.

Seeing Laurence, they went to his table and found he had been drinking heavily, and was not competent to perform his usual duties. The secretary reluctantly suspended him.

The three officials started to walk from the saloon, when Laurence

suddenly drew a revolver from his pocket and fired. Finlayson reeled over and fell on his back in a pool of blood. The bullet had struck him in the head above the right ear, and passed through the brain.

The murderer tried to fire the revolver again—presumably at the accountant—but Wakefield and McDonell grabbed Laurence, who struggled desperately, and threw him into the corner.

Durant, the proprietor, who had prudently stooped down behind the counter, rushed to the door and called for help.

A constable and a detective were on the platform at the time. They ran to the saloon, took the revolver and handcuffed the prisoner. Finlayson was dead when a doctor arrived a few minutes later.

The bullet was never found and it is thought that it passed through the open window, across the platform, and on to the line.

## Interrogation

Asked by the detective if he had any reason for committing the murder, Laurence said: "He was not fit to live".

Later, however, the prisoner asked if it was Finlayson whom he had shot. When told it was, he said: "I hope he is not hurt; I had no enmity against him".

Laurence was searched and among his possessions was a pair of folding eye-glasses. Laurence put them on. It was then that he pointed to Wakefield, the accountant, who was standing near him, and yelled: "That's the man, that's the man I wanted".

A large crowd had gathered at the scene and delayed the removal of the prisoner to the watchhouse. When Laurence appeared, guarded by seven constables, there were cries of "lynch him", and it was with difficulty that the crowd was restrained.

At the subsequent court hearings, Laurence was found guilty of the murder and sentenced to death; he was later reprieved and served life imprisonment.



# V.R.I. SECRETARIES MEET



The honorary secretaries of the V.R.I. country centres recently attended a conference in Melbourne. Only a few of these conferences have ever been held. The last took place five years ago. The secretaries discussed with other V.R.I. officials aspects of Institute work, and afterwards attended a social evening where they met Mr. Commissioner L. A. Reynolds and members of the V.R.I. central council. Before returning to their districts, they inspected the Sunshine centre and the Institute facilities at Flinders Street.

In the photograph are (left to right): standing, Messrs. J. S. Quick (Seymour), F. Mitchell (General Secretary, V.R.I.), N. L. Miller (Vice-President, V.R.I.), R. Baggott (Asst. General Secretary, V.R.I.), H. P. D. Makepeace (Accountant V.R.I.), O. Keating (Sports Secretary, V.R.I.); seated, back row—R. McNicol (Maryborough), D. Russell (Hamilton), C. Stephens (Ararat), R. Crockett (Serviceton), J. Conlin (Librarian, V.R.I.), W. Hennessey (Wycheproof), C. Shuttleworth (Stawell); centre row—P. Hale (Benalla), B. Connelly (Traralgon), G. Newitt (Warragul), J. Slattery (Sale), K. Doyle (Colac), J. Quick (Korumburra); front row—D. Reynolds (Donald), H. Wright (Korong Vale), A. Briggs (Ballarat), W. Leed (Bendigo), P. Thompson (Balmoral), J. McHenry (Geelong).

## TOP SUGGESTION

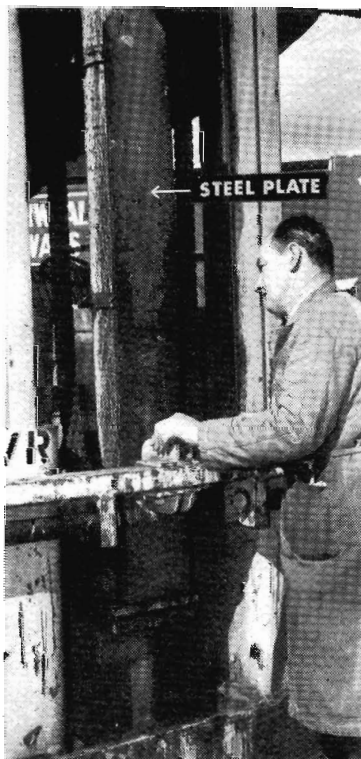
The highest award made for a suggestion, last financial year, went to Mr. H. Grant, leading-hand fitter at Laurens Street. The award was \$435 for a method of protecting the hoist cylinders of fork-lift trucks.

Numbers of these trucks are used in the Department for handling steel, packaged timber, and general goods. The hoist cylinders were being damaged by lifts of steel swinging when lifted on the crane boom attachment of the truck, and striking the outer case of the cylinder; or by contact between the cylinder and sides of wagons.

Repairing or replacing these cylinders is costly, and, of course, the fork-lift is out of service for the duration of the repair.

Mr. Grant suggested that a steel protective plate should be fitted. This was done and the device proved effective in practically eliminating the damage. The plate takes any impacts, but it can be replaced or straightened at little cost. The cost of originally fitting the plate is also small.

(The Department's suggestion scheme is confidential, but Mr. Grant agreed to this story being published with his name, to show how ideas can pay. So, if you see the possibility of a valuable suggestion around your work, drop a line to the Chairman, Public Relations and Betterment Board, Head Office. —Editor.)



Mr. Grant and a fork-lift fitted with the protective plate.

## CISTERN FIND

When a cistern in a lavatory at Rhyl station needed attention, Acting Sub-inspector Les Jones of British Railways, discovered a \$12,500 haul from a jewel robbery. It included six diamond rings, a diamond-studded watch, brooches, bracelets, and rings.

Les took a ladder to the lavatory after a porter had reported that the cistern was out of order.

"Normally it's the plumber's job but I thought that if it was something minor I could repair it," he said.

The jewellery was wrapped in a handkerchief and stuck on the arm of the ballcock, so stopping the cistern from working.

"Had it dropped into the tank we might not have discovered it for months", said Les.

Les's discovery could bring him a \$1250 reward, as it is normal practice for the insurance company to pay 10 per cent. of the value of the stolen property to the finder.

—(Rail News, July 1968)

## "SCALERS" FINED

Four people were fined a total of \$90 in Werribee Court last month. One was fined a total of \$30 on charges of travelling without a ticket and having her feet on a seat. Each of the others was fined \$20—two of them for travelling without a ticket, and another for crossing the tracks.

## Echuca



Train Examiner C. Preston (right) who had 50 years and eight months service in the Department—the last 29 of which were at Echuca—was presented with an inscribed wristlet watch, and a silver tray for his wife by Driver J. Dally, on behalf of his colleagues.

(Photograph : K. Commerford)

## Track prizes

Prizes for the annual track competitions for the year ended June 30 last, were shared by 226 members of track gangs. Prizes up to \$40, \$22, and \$12 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 \$22. Winners' names were published in the Weekly Notice of September 10.

## Communion breakfast

The Railways Catholic Memoriam and Bursary Association will hold its annual Mass and Communion breakfast on Sunday, November 24. Mass at St. Francis Church, Lonsdale

Street, at 9 a.m., will be followed by breakfast in the V.R.I. ballroom at 10.15 a.m. Tickets (\$1.25 each) are obtainable from the Association's secretary, Mr. P. J. Murphy (57 4778) and the treasurer, Mr. W. B. Welch (97 4312).

## Scholarships for apprentices

Railway apprentices with passes in suitable Form 5 subjects will be considered for full-time scholarships for Diploma in Engineering after only one year.

These scholarships will be in addition to those available to apprentices who attained this educational standard by the end of their second or third years.

Successful completion of the academic portion of the Diploma means appointment to the engineering staff of the Department.

## Not our month

In the September issue, p. 142, the centre picture showed Mr. R. W. Murray, retiring foreman of the Machine Shop at Newport Workshops (left), shaking hands with Mr. P. J. Dance, Workshops Superintendent. In the caption under the picture they were wrongly identified as Mr. L. C. Rolls (then Acting Assistant Chief Mechanical Engineer) and Mr. Murray, respectively.

On page 141 of the same issue, it was stated that the Department's mobile exhibit had its 100th display at Noorat in August. Actually, this will take place at the Noorat Show next month.

## First aid at Melbourne Goods

Keen interest in first aid is being shown at Melbourne Goods. Recently, as a result of a class that was held there, 36 awards were presented by Mr. D. McInnes (Outdoor Superintendent) to successful members of the class, among whom were 14 women. The Goods Superintendent, Mr. V. C. S. Cullis, who has been an enthusiastic first-aid-er for many years, attended the class and obtained his 8th year gold life-membership medallion.

Other members of the class who received awards were : Misses J. Archer, B. Bextream, J. I. Bracksley, R. Butera, M. A. Dickson, L. C. Elkins, J. M. Ewin, H. J. Gibson, P. Gravina, S. Julian, M. Lasic, C. G. Lardner, L. A. Masutelli, and C. Schuster ; Messrs R. Aisbett, G. J. Barratt, K. C. Crebbin, K. W. Ford, B. Goudey, T. Galofaro, S. J. Holdcroft, D. Hollins, J. Leared, J. D. Lee, A. W. Marshall (Electrical Engineering Branch), P. J. Nanscawen (Electrical Engineering Branch), P. Pappas, H. M. Payne, G. E. Polson, J. Rohan, R. J. Smart, D. Teichelman, L. Toth, G. Van-Gils, and J. K. Woolcock.

The instructors were Messrs. K. C. Crebbin and R. R. Wain.

Back of every successful man is a proud wife and a surprised mother-in-law.—Brooks Hays.

## Worked on 1100



Mr. W. (Bill) Clifton who recently retired, was an electrical fitter at the Electrical Depot Workshops for over 40 years. As an apprentice, he helped to install equipment in the Department's first electric locomotives, 1100 and 1101. For 20 years he was secretary of the Depot's section of the Frankston Orthopaedic Hospital Auxiliary, during which time the Depot raised over \$5,000 for that cause. In his younger days, Mr. Clifton was active in sport; he was a V.F.A. boundary umpire for six years, a field umpire with the Footscray District league for about 14 years, and ran with the Footscray Harriers. Living only a stone's throw from the Footscray Oval, it can be easily guessed what team he follows. At his farewell, Mr. Clifton (left) is shown shaking hands with Mr. L. A. Krausgrill, Distribution Engineer.

## Life Governor

Mr. H. P. Isaac, a clerical assistant in the Traffic Branch at Ararat, has been made a Life Governor of the Victorian Civil Ambulance Service. Mr. Isaac has been associated with V.R. first-aid work for many years. Among his achievements in that field have been the winning of the state and Australian individual championships.

## RETIREMENTS

### ROLLING STOCK BRANCH

Muir, E. T., Dimboola, 19/8  
Warden, J. H., Newport, 26/6  
Sellenger, H., Newport, 2/9  
German, J., Newport, 3/11  
Strods, A. M., Jolimont, 4/11  
Innes, A. E., Sth. Dynon, 8/11  
Duke, F. J., Nth. Melb., 13/11  
De Medici, W. E., Geelong, 21/11  
Carter, W., Newport, 25/11  
Muir, A. B., Newport, 26/11  
Flannagan, A. D., Bendigo Nth., 26/8

### TRAFFIC BRANCH

Allen, E. R., Melb., Goods, 10/11  
McConville, L. F., Ballarat, 10/11  
Hall, W. F., Geelong, 15/11  
Hutchinson, H. C. P., Woorinen, 7/9  
McGuire, F. J., Tel. Office, 12/8  
Morrisey, N. P., Ballarat, 4/7

### WAY AND WORKS BRANCH

Blair, E.S.D., Northcote, 2/11  
Borrie, C. S., Seymour, 28/11  
Buckley, E. P., Woodend, 8/11  
Connelly, A. J., Flinders St., 12/8  
Darmstredter, A. Z., Ironworks, 11/11  
Facetti, A., Spencer St., 26/11  
Harvey, J. M., Spotswood, 15/8  
Jackson H. T., Flinders St., 19/11  
Webber, A. E., T & T. Engineer, 24/11  
Young, S. C., Spotswood, 28/11

### STORES BRANCH

Rose, W. H., Dynon, 1/11

### ACCOUNTANCY BRANCH

Jory, C. B., Head Office, 20/8  
Sheehan, M. E., Head Office, 17/9  
Hagg, J. G., Head Office, 27/10

### NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

#### ROLLING STOCK BRANCH

Loveless, J. B., Bendigo Nth., 20/8  
Troise, B., Jolimont, 2/9  
Shorrocks, E., Newport, 26/8  
Grant, N. V., Bendigo Nth., 31/8

#### TRAFFIC BRANCH

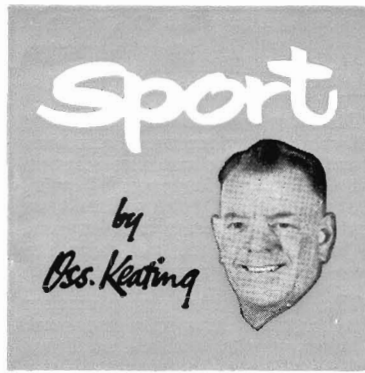
Dalrymple, J., Terang, 23/8  
Brown, J. T., Melb. Goods, 5/9

#### WAY AND WORKS BRANCH

Barrett, A., Spotswood, 9/9  
Ferguson, K. L., Ararat, 19/8  
Harwood, W. R., Tarnagulla, 30/8  
Nelson, H. W., Melton, 17/8  
Schrader, R., Echuca, 4/9

#### STORES BRANCH ;

Zaccardi, V., Perm. Way Mater-  
ials Depot, 7/8



### In Mexico City

Managing the Australian fencing team in Mexico City is Mr. Andy Szakall, who, in Departmental life, is a clerk in the Construction Board at Head Office. Actually, Mr. Szakall is the senior section manager at the Games, as these are the fourth successive Olympics at which he has managed the Australian team.

Shortly after Mr. Szakall's arrival in Australia, in 1949, he formed the V.R.I. Fencing Club, and ever since has been most active in Australian fencing. From 1952-57, Mr. Szakall contested the final of every Victorian and Australian foil and sabre title. At present, he is secretary and treasurer of the Australian Amateur Fencing Federation, and has also held other important posts in the administrative side of the sport.



Mr. Szakall

### Table tennis

The V.R.I. Table Tennis Association recently held the 1968 State Championships in the Albert Park Table Tennis Centre, headquarters of the V.T.T.A. Twenty-nine players competed in the major events; country areas represented were Ber-

wick, Geelong, Horsham, Traralgon and Seymour. For the first time, a B grade singles event, for the player of average ability, was included in the programme and proved most popular.

Reviewing the results, it is interesting to note that, although metropolitan players were successful in all events for which they were eligible, in every case they had as their opponent in the final a country representative. The state singles championship went to B. Smart (Metro.) for the second successive year, with G. Roiter (Horsham) as runner-up. The state doubles title was won by S. White and M. Carroll (Metro.) who beat the Horsham pair, K. Smith and J. Eldridge, in the final. The final of the country singles championship was an all Horsham affair with K. Smith beating G. Roiter. A. Tabone (Metro.) won both the B grade singles and the consolation singles, beating R. Webster (Seymour) and J. Eldridge (Horsham) respectively.

At the conclusion of play, Mr. F. J. McCloskey, Chairman, V.R.I. Sports Sub-Committee, presented the L. J. Evans shield to B. Smart, and the other trophies to the respective winners. Spectators during the day included Messrs. M. L. G. McKenzie (General President, V.R.I.) F. M. Mitchell (General Secretary, V.R.I.) and quite a few councillors of the Institute. Once again I must pay tribute to Dave Catchpool (President, V.R.I.T.T.A.), Graeme Smith (Hon. Secretary, V.R.I.T.T.A.) and their hard working committee, for the smooth and efficient manner in which this fixture was conducted.

### Golf

I said at the beginning of the year that we were on the way back in our yearly "war" against the Postal Institute. Last year was bad for us—three out of our four perpetual trophies finishing up in the A.P.I. trophy cases. We started with a great win in the bowls match, and I thought "This is it, all four will be back where they belong." But I was horribly deflated when we were thrashed in the foxy match, and it looked as if '68 was going to be no better than '67.

And so to our annual golf match, this year held at the Medway Golf Course. I must admit that I did not approach this fixture with my normal optimistic outlook, but after hearing Harry Fletcher's (our golf club president) inspired address to the team, I immediately shot out and had the R. L. Edwards shield, which we held, inscribed "1968, V.R.I.". And wasn't it a lovely result—V.R.I. won 13 games, lost 8, and 1 was squared. Beaut! Even handed over the Peawater Cup,

which is held by the losing team, when we won that section, 3 games to 1 with 1 all square.

Individual trophy winners were—George Taffe, of A.P.I. and John Conlin of V.R.I. John of course, is our Institute Librarian and it becomes most embarrassing, as you would realize, to have to continually report that one of the golfing members of our staff has won a trophy. After all, it was only in the August issue that I had to tell you that our Ron Baggott had collected a trophy down at Clifton Springs. I sincerely hope that during Country Week, I will not have a similar incident to report.

Mr. M. L. G. McKenzie welcomed our guests, including Messrs. L. A. Reynolds (Commissioner), W. Carey (Supervising Engineer, Post and Telegraph) F. J. McCloskey, (Chairman, V.R.I. Sports Sub-Committee), F. M. Mitchell (General Secretary, V.R.I.) and R. McKay (Manager, Victorian Division, A.P.I.).

### East Gippsland Tournament

Just on 90 golfers competed in this year's fixture, held, as usual, on the Newry Golf Course, and played in delightful weather. Major trophy winners were: A grade championship—B. Williams (Traralgon), B grade championship—H. Humphrey (Traralgon), C grade Championship—R. Lovelock (Warragul), who also won the N. Brown Memorial Shield.

### Railways v Postal cricket

The annual match between teams from the V.R.I. and the Australian



R. Paley (V.R.I.) is putting in the A.P.I. v V.R.I. golf. Other players are (from left) L. Morris (V.R.I.) B. Goldsmith and C. Harrison (both A.P.I.).

## PICNIC MATCHES

### Claims v The Rest

The day was overcast, drizzily and cold; the place was Batterham Reserve, Boronia; and the occasion was the annual Commercial Branch football match—Claims v The Rest. Despite the weather, over 100 turned up to see the match, and enjoy the bar-b-que afterwards.

The game started at a cracker pace for two teams who had most of their players out of condition, and at half time the evenness of the sides was highlighted by the fact that Claims led by only 3 points—4-4-28 to 3-7-25.

In the third quarter however, The Rest overcame their lack of height, and with superior teamwork scored 3-3 while keeping Claims scoreless. Claims were not to be denied, and kept attacking throughout the last quarter but failed to make any impression on the 18 point lead The Rest held at three-quarter time. Final scores were: The Rest 7-13-55, Claims 5-7-37.

Best players were: The Rest—L.

Postal Institute will take place on December 2. Applications from railway cricketers wishing to be considered for selection should reach the Sports Secretary, V.R.I., Flinders Street, by Monday, November 11. Applications should show age, grade of cricket played, and details of best performances in the past 12 months.

Nature does make mistakes. Sometimes she puts all the bones in the head and none in the back.

Butcher, G. Harris, G. Gallus, R. Thomas, I. Self, D. Rashleigh, P. Forbes, P. Asker, J. Love, K. Wright, and L. McIntyre; Claims—G. Simpson, G. Warne, K. Mietus, P. Byrne, T. Longo, B. Kavanagh, D. Panourgias, J. Ryan, T. Nelson, G. Baynam, I. Dole, and G. Sampson.

The umpire, Commercial Agent John Bell, received no more than the usual amount of gratuitous advice from the players and spectators.

Claims have vowed revenge next year, (on The Rest—not the umpire) but The Rest will stand fast.(D.R.)

### Accountancy match

Several hundred turned up at Whittlesea on September 22 to see the fourth annual picnic match between the Accountancy Branch sections at Spencer Street and Flinders Street. In ideal weather, they saw a first rate game in which Spencer Street beat Flinders Street 10-6 to 9-8. Best player on the field was "Twiggy" Taylor. Flinders Street was coached by Don Spencer, and the winners by Des O'Donoghue. (J.M.)

### Nearly 90



A few of these 19th century clocks are still in use in the Department, and, despite their age, still keep good time. This ornate specimen, from the administrative offices at Newport Workshops, is believed to have been made about 1880.

### Worth quoting

"... The same Commonwealth which subsidizes each of Australia's 4.4 million domestic airline passengers to the extent of \$8 per head, is slow in interesting itself in fundamental problems of the national land transportation system, represented as a major unit by the State railways . . . —(David Burke in *The Australian Financial Review*, 31.7.68)

VICTORIAN RAILWAYS

# NEWS LETTER

NOVEMBER



1968



## V.R. CHAIRMAN COMMENTS ON

### THE EXHIBITION

All concerned with the Railway Exhibition last month, are to be congratulated on its outstanding success. That success was the result of the organizing ability and untiring efforts of railway men and women of many grades. To them I offer my warmest thanks.

That the public appreciated their work is obvious from the remarkable attendance of 75,000 people, despite some very bad weather.

The Exhibition—the biggest the Department has ever held—brought home to those thousands of Victorians the capacity of the Railways to meet all their transport demands—efficiently, economically, and safely. It showed some of the organization that serves them day and night, and gave them an idea of the team behind the train.

It was an achievement of which we can all be proud.

#### More underground railways?

The latest city to be interested in building an underground railway is Calcutta. The Union Minister for Shipping and Transport, Mr. V. K. R. V. Rao, has asked the State Government to prepare a plan for an underground in that city. In the Minister's view, Calcutta's transport problems could not be solved without an underground railway. Alternative modes of transport, he felt, would not be adequate.

And now Venice is considering an underground railway, reports the *International Railway Journal*. Proposals being examined by the city authorities include the construction of an underground system for the city itself, with the tracks emerging as a surface rapid transit line to Padua in the west and Treviso to the north.

A proposal for an elevated railway was dismissed out of hand as "marring the incomparable beauty of the city".

Much discussion has taken place as to whether a submerged tube should be used for bus or trolley bus operation. This was rejected for reasons of vehicle spacing, guiding and ventilation.

"A railway scores," said an investigatory commission's report, "by its speed, passenger capacity, safety, regularity, absence of fumes, and smaller tube gauge requirements."

#### 200 more wagons

A further 200 modern freight wagons will be built by the Department in the 1968-69 financial year, to meet the continuing demand for

more freight vehicles for rail traffic and to replace obsolete fixed wheel type wagons. They will be constructed at Newport, Bendigo North and Ballarat North Workshops.

Fifty 50-ton open wagons (ELX) will be built at the two country workshops as a continuation of their present building programme. The demand for this type of open wagon is high because their versatility enables them to carry many kinds of loading, such as long pipes, scrap metal, steel, paper, superphosphate, and containers.

At least 50 new 63-ft. flat wagons for the container traffic will be built in accordance with specifications that were recently prepared by the Department on behalf of Australian railways. Low-alloy high-tensile steel will be used, giving a tare weight reduction to about 19 tons.

It is expected that the first of these wagons will leave Newport Workshops this month.

Among other wagons to be built are:

- 50-ton capacity, 75-ft. SFX type flat wagons with lashing chains, side stanchions, and bolsters that are needed when the wagon is used for hauling long pipes and similar traffic. These wagons will also be used extensively for the container traffic.
- 49-ton capacity SKX flat wagons for carrying containers or steel products, as required. These wagons will have bulk-heads at each end.

All wagons will be of modern roller bearing bogie type and be suitable for bogie exchange between broad

and standard gauge. This will allow straight through freighting between Perth and Brisbane, through S.A., Victoria, and N.S.W.

#### The wheat harvest

The Department's plans to handle the expected record 1968-69 harvest include the maximum use of its fleet of 6,161 4-wheel bulk grain wagons and 100 57-ton capacity aluminium grain hopper wagons.

In addition, 100 55-ton high-strength low-alloy structural steel bulk grain wagons, costing approximately \$1 million, are in the process of being delivered and will be used as they become available.

During the Christmas and New Year holiday period, additional wagons adapted to haul bulk grain will be made available because of the general shut down of industry at this time.

Since the record 79½ million bushel wheat crop in 1964-65, as well as the increase in rail wagons, the grain handling authorities have increased their country storages at country stations which now have a capacity of 60 million bushels.

#### Caught

Recently, at Elsternwick Court, a man charged with travelling with an expired ticket, with intent to evade payment of fare, had his case dismissed, after having given sworn evidence that, owing to special circumstances, he had forgotten to buy a ticket.

After leaving the Court, the man entered a train at Elsternwick, and was detected travelling to Melbourne without a ticket for the journey. Last month, on being charged with that offence at the same Court, he was convicted and fined \$14 with \$2.50 costs.

#### FRONT COVER

Special Guard A. W. H. Burton, his compartment crowded with happy youngsters, dispatches the pre-electric train on its two-minute return trip along Platform No. 1 at Spencer Street station during the Railway Exhibition on October 5-6. The train consisted of three carriages hauled by an E class steam locomotive. (See story on opposite page.)

# Our *BIGGEST* Display

On the week-end of October 5 and 6, at Spencer Street Station, the Department held its biggest ever exhibition—Railways on Review—to commemorate the 50th anniversary of the first electric train to run in Australia. The exhibition was an outstanding success; despite strong winds and rain on the Sunday, an estimated 75,000 people visited it.



Some of the crowd in the gallery.

On display was nearly \$5 million worth of railway equipment, including 36 freight vehicles, old steam and modern diesel and electric locomotives, old and modern carriages, and the latest track maintenance equipment. An old pre-electric train, hauled by an E class loco, made platform-length trips; two steam-hauled electric trains ran frequent trips between Spencer Street and Flemington Racecourse as a re-enactment of the historic event, and there were film shows, and many displays specially prepared for the occasion.

## Planning

The planning of this huge exhibition required ten weeks of detailed work by an inter-branch committee set up for the purpose. Obvious jobs were the locating and painting of much of the required rolling stock, and, finally, the marshalling of all display vehicles at Spencer Street without interfering with normal railway operations.

But there were a multitude of not so obvious jobs that had to be done.



Among the most popular exhibits was this model of the hump yard. Mr. A. C. Brown explains its features.

To demonstrate how specialized wagons are adapted for their loading, 14 of these wagons were shown loaded with the material they carry.

These wagons were actually in transit, and their placing involved co-operation by consignors, and—in some cases—dispatch of the wagons



Despite the attraction of steam, the modern diesel never lacks admirers;



They were all over it.

to distant stations for loading.

For the first time, *Southern Aurora* was broken up. Part of it was serviced as usual at Dynon. The remainder—the club and dining cars, two carriages and the power van—were placed on display at Spencer Street where they were serviced, and the dining car loaded with food cooked by the Spencer Street Cafeteria.

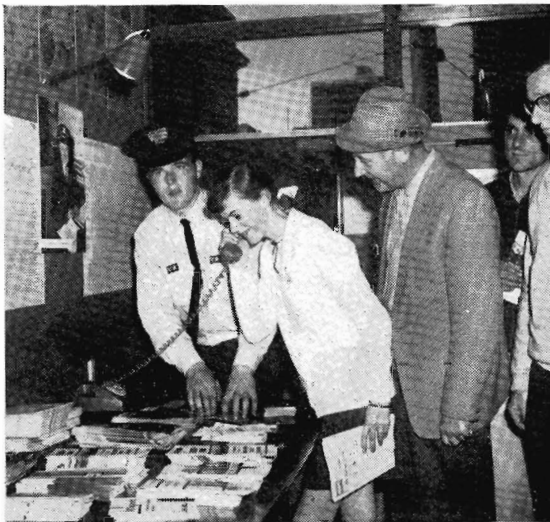
The public address system had to be extended to three "non-traffic" areas of the station and platforms; electric power supplied for air-conditioning and lighting of certain carriages; catwalks and ramps provided for inspection of locomotives; 150 signs printed and placed in position; and all-night security provided for the exhibits. Specially designed blue and gold outfits were provided for the three railway girls who welcomed visitors, and a temporary theatrette erected in the basement where Australian and overseas films were shown.

#### Ideal location

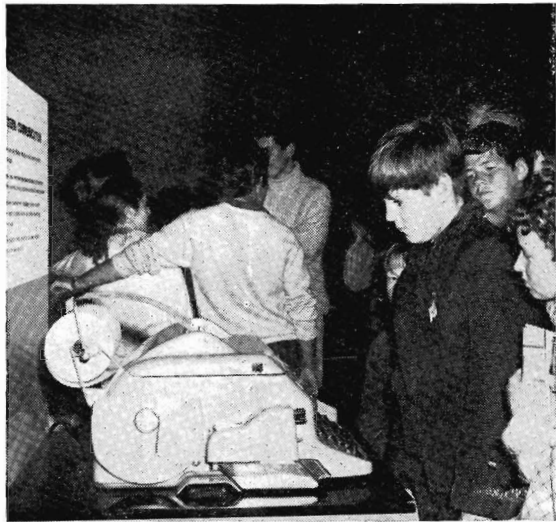
Throughout Friday night and early Saturday morning the rolling stock was moved into position so that the exhibition could open, as scheduled, at 11 a.m. on the Saturday.

With its spacious gallery and basement, the Spencer Street Station is an ideal location for a big display. The rolling stock and track equipment were exhibited at Platforms Nos. 1, 3, and 7-10, and occupied a mile of platform space. In the car park was a railway bus, and in Bourke Street, the Melbourne and Metropolitan Tramways Board had placed

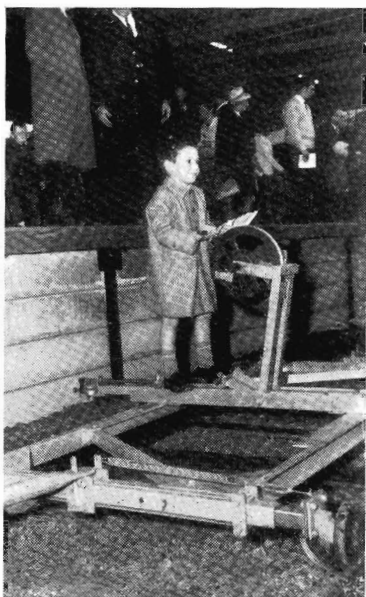




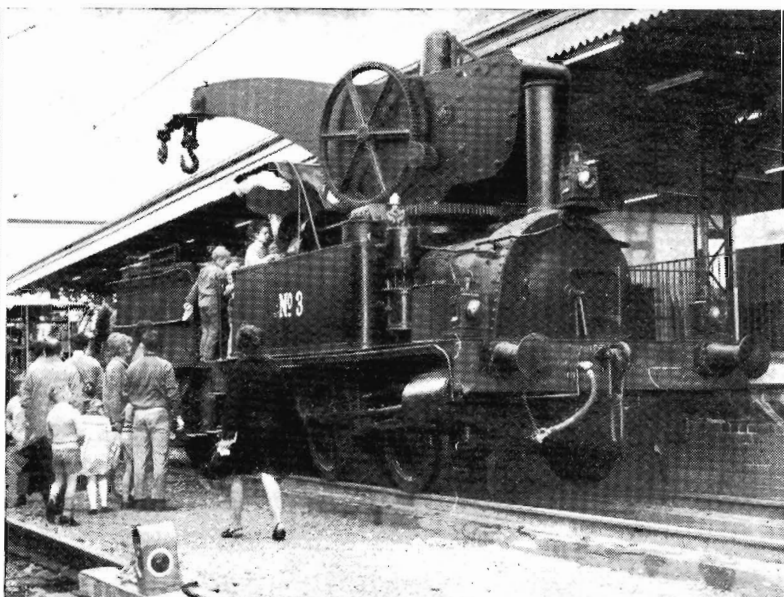
In the miniature railway station, a visitor listens to a recording of train controllers at work.



One of the three teleprinters on display. They reproduced railway messages, and using typewriter symbols, made pictures.



A young trackman operates the line indicator of the Nordberg Track Liner.



Steam Crane No. 3 fascinated them. It is to be restored to its original condition as locomotive Z526.

one of the former V.R. trams that ran on the former Sandringham-Black Rock Electric Street Railway.

#### Contrast

On Platform No. 1, there was a striking contrast between the luxurious carriages from *Southern Aurora*, *The Overland* and *S.O.P.* and the pre-electric train at the Lonsdale Street end of the platform. After inspecting the modern vehicles that provide the ultimate in rail travel, visitors could step back into last century, and take a short trip to the end of the platform on the pre-electric train.

So popular was this train, consisting of three swing-door, 1880 type carriages, hauled by E 369, that it made 68 two-minute trips along the platform during the two days of the exhibition, and carried 9,000 passengers. The 55-ton E, built by David Munro & Co., Melbourne, went into service in 1892. In February 1962, it was retired to Newport Workshops where it is still used for shunting. (See front cover and centre pages.)

Another old loco that attracted attention was Steam Crane No. 3. The first locomotive built at Newport Workshops, in 1893, this veteran was

originally numbered Z526, and converted to a steam crane in 1903. It has now been decided to completely restore it as Z526.

As a re-enactment of the historic run of the first electric train, a special train, consisting of six Tait carriages hauled by a D3 steam locomotive, made regular trips between Spencer Street and Flemington Racecourse on the Sunday. On the down trip the train was steam hauled and the return journey made under electric power. It proved so popular that a reserve K class steam locomotive had to be brought into service, hauling the 4-carriage *Harris Train* that was on



*Southern Aurora* showed thousands the luxury and convenience of modern rail travel.



The pre-electric train begins another of its 2-minute trips.

display. Altogether, these two trains carried 7,000 passengers. There was a special return fare of 20 cents for adults, and 10 cents for children, and passengers could retain the souvenir ticket.

The rolling stock on display included State carriage No. 5, the clearance testing van, rail motors, and freight vehicles from the N.S.W., S.A., and Commonwealth Railways. The MotoRail exhibit proved so popular that a second Commercial Agent had to help with the inquiries on the Sunday afternoon.

#### Gallery display

A varied group of displays drew large crowds to the gallery. The main exhibits were the miniature station, hump yard model, Mt. Buffalo, employment, Puffing Billy Preservation Society, and miniature railway. There were also displays of the Australian Railway Historical Society, the Association of Railway Enthusiasts, photographs, parcels stamps, railway tickets, and model locomotives. Visitors could operate a searchlight signal and a digital clock. Three remote controlled teleprinters were popular exhibits.

The miniature station was a great attraction. There were often long queues of visitors waiting to enter it, where they could date tickets, operate a staff instrument, and pick



The V.R.I. Military Band renders a selection.



The re-enactment train—a steam hauled *Harris*—at Flemington Racecourse platform.



Crowd watches *Aresco* sleeper renewer (in foreground) and *Plasser* tamping machine. In right background is the clearance van.

up a 'phone and listen to a tape recording of train controllers at work. About 30,000 children dated the free souvenir tickets.

The model of the hump yard was another display that always had a keenly interested crowd.

The basement of the station made a very convenient theatre that accommodated about 500 people for each half-hour film session. Each day more than 20 films were shown, most of them in colour. As well as Australian films, there were others from England, France, Canada, New Zealand, Japan, and Switzerland. This was the first occasion that films were shown at Spencer Street station.

#### 4,000 meals

Over 4,000 meals were served at the Cafeteria, in addition to thousands of serves of light refreshments.

A recital was given by the V.R.I. Military Band on the Sunday. Incidentally, this band is the oldest surviving military band in Victoria, outside the armed services. Started in 1896, it was then known as the Victorian Railways Military Band. In 1921, it and the Newport Workshops Brass Band came under the control of the Victorian Railways Institute.

#### Public appreciation

Indicative of the success of the exhibition were the appreciative letters received from members of the public. Typical comments were :

"It was the best display I have ever seen."

"My wife and I have just spent a very interesting day at the exhibition . . . please pass on to your staff our compliments for their good humour, courtesy, and patience, and the pride they showed in their job . . ."

" . . . a most informative and interesting exhibition. My children were so delighted with *Southern Aurora* that I booked to take the entire family to Sydney by that train next Easter."

## RAILWAYS ON REVIEW

The pre-electric train that proved so popular an attraction at the Railway Exhibition, is shown at Footscray en route from Newport Workshops to the display.



Visitors to the exhibition were welcomed by three railway girls – Yvonne Farrugia, Christine Parry, and Judith Burge – wearing specially designed blue and gold outfits. Here Judith Burge distributes *V.R. News*.



What are they? In the Underground display, these core samples of the rock underlying Melbourne, caught the rapt attention of this visitor.





Locomotives J, R, K, and D3 near Newport on their way to the exhibition. ◀

Centrepiece of the gallery display featured the railway crest, the 50th Anniversary sign, and electric trains on a model layout. ▶



# DROVE THE FIRST "SPARK"

Mr. John Rist who drove Australia's first electric train 50 years ago last month, also drove London's first tube electric train.



At the Electric Running Depot, Electric Running Inspector John Rist (*right*) is shown instructing a class of engine drivers on the operation of Melbourne's electric trains.

One of the biggest difficulties that confronted the Department at the time of the electrification of the suburban system, was the problem of instructing engine drivers in the duties of motormen.

The man who successfully tackled that problem was Mr. John Rist who was recruited for the job in England, by the then Secretary of the Victorian Railways, Mr. E. B. Jones. In addition to instructing the principal electric running officers of the Department, and personally supervising the instruction of most of the staff, Mr. Rist had a lot to do with the compilation of the book of instructions for the guidance of V.R. train crews.

## Shook hands with King

Mr. Rist's career was packed with achievement. He studied electricity, and after several years' experience in the London Metropolitan Electric Supply Co., was appointed Instructor

of Motormen on the Central London Railway.

He drove the Royal Train that carried King Edward VII at the ceremonial opening of the first of London's tube railways.

An amusing story is recorded of that historic occasion. When the train had completed its initial trip, two fitters who had been in the cab with Rist, slipped out and wandered down towards the Royal carriage, hoping to be congratulated by the King. Rist remained in the cab. Meanwhile, King Edward had strolled out on the opposite side of the train, and sauntered up to the front. There he found John Rist, and, shaking hands with him congratulated him on the smooth running of the train. The enterprising fitters missed the royal handshake.

In 1903, Instructor Rist was appointed Senior Foreman of Motormen, and seven years after, was

placed in charge of the entire operating staff of the system.

It was in 1915 that the then Secretary of the Victorian Railways induced Rist to resign as Train Master in the service of the Underground Electric Railways Ltd. (the combine that had taken control of all London's electric railways, trams, and buses) and take the position of Electric Running Inspector in the Victorian Railways.

He remained in that position until his death on September 3, 1930. A genial man with a pleasant personality, John Rist was held in such esteem by his colleagues that 200 guards and train drivers followed the funeral cortege.

Mr. Rist's son, Digby, his wife and family spent several hours at last month's railway exhibition, where a special illustrated display panel explained the part played by Mr. John Rist in the early days of electrification.

# WINGED PARCELS STAMPS



(Above) Harrison's design, with "Melbourne" added.  
(Right) The issued design, with station name printed on it.

Prior to July 1897, stamps were used to prepay freight on parcels carried at owner's risk and the sender was expected to sign the stamps to show that he accepted the conditions. (The rate for Commissioners' risk parcels was about one-third higher.)

Although this system was officially abolished in 1897, mainly because of the fraudulent use of stamps, stamps continued in use at a few of the busier stations, to meet the needs of firms which preferred to buy stamps rather than entrust carriers with cash.

By 1914, the problem of unentered traffic was causing such concern that a committee was appointed to "deal with the questions of unentered traffic and the re-introduction of freight stamps for general use".

Following the Committee's recommendations, a new series of parcels stamps—with a winged design—came into use on December 1, 1917.

The original design, prepared by Mr. T. Harrison, the Australian Note Printer, was amended by adding the word "Melbourne" in the space which he intended should be used for a cancellation stamp. In the design, "Melbourne" was deleted so that the particular station names could be printed on the stamps.

Despite a later change in design, many of the winged type stamps were still in use at a number of stations when decimal currency was introduced.

## "V.R. FIRSTS"

The Victorian Railways have been responsible for many notable "firsts" in transport, apart from running Australia's first electric train 50 years ago last month.

Very few people realize, for example, that the V.R. pioneered the introduction in Victoria of self-propelled road transport for the public. This was in 1905 when the Department ran a steam-powered bus between Prahran station and the Malvern Town Hall.

A year later, in 1906, the Victorian Railways started the first permanent electric tramway in Victoria—the St. Kilda and Brighton electric street railway.

Claimed a world's "first", a mobile surgical operating theatre, for use by the Red Cross in battle zones, was built by the Department at Newport Workshops in 1915.

In 1921, the first single line automatic signalling in the Southern Hemisphere was installed between Upper Ferntree Gully and Belgrave.

This was followed by the first automatically operated points and signals in the Southern Hemisphere; installed at St. Kilda on October 28, 1928.

Another world's "first" was the building of all-welded steel goods wagons by the Department at Newport Workshops, in 1933.

In 1935, the V.R. ran the first air-conditioned passenger carriage in the British Empire, and *Spirit of*

*Progress* introduced Australia's first train hostess in 1937.

The first main-line electrification in Australia was introduced by the Victorian Railways; from Dandenong to Warragul in 1954.

In 1963, the Department introduced the first bogie-exchange centre in Australia.

## BULK, LINER, OR UNIT TRAINS

The basic concept is the same—all of these operations provide a shuttle service, even when they involve traffic other than bulk commodities, such as containers or piggy-back traffic.

The only difference between, for instance, the liner train recently introduced overseas, and the same operation that has been carried out by Australian railways for the last 20 years, is the form of the coupling.

The liner trains operating on British Railways have the rail wagons permanently coupled together. When they put 10, 20 or 30 wagons together, they remain that way.

Block trains operated by the Australian railways can be uncoupled at any time. Australian operating procedures are designed to be flexible to meet seasonal traffic peaks—when additional wagons or a second diesel locomotive must be added without delay.

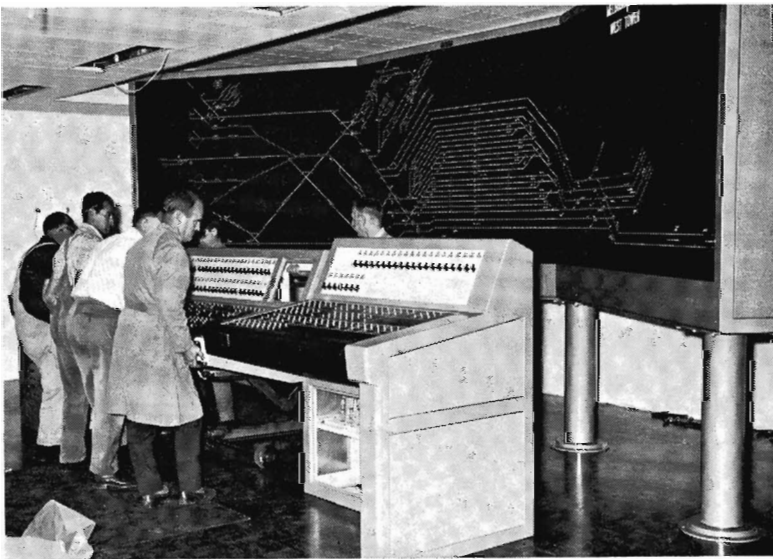
To obtain the benefits of unit operation, certain criteria must be met. The freight must of itself (or in containers) be capable of quick loading, it must move between specific points, and it must be unloaded quickly.

## OCTOBER SNOW



Snow, fortunately, is not a common sight on the V.R., especially in spring, but on October 1 there were substantial falls in many parts of the State. Not surprisingly, snow blanketed some of the higher railway stations. The Melbourne-Daylesford rail motor is shown arriving at Bullarto while snow was still falling. At an altitude of 2,452 ft., Bullarto is not far below the V.R.'s highest station—Shelley, 2,562 ft.

## EQUIPMENT FOR WEST TOWER



On Sunday, October 20, the control panel and illuminated diagram system were fitted into the 70-ft. high West Tower. This equipment will eventually control all the signalling and train marshalling in the modernized Melbourne Yard.

The equipment was raised in crates by crane, to a temporary platform near the top floor control window. There it was unpacked and wheeled into the room.

From December 2, this year, the equipment will operate most of the Melbourne Yard signalling and train arrivals.

At left are shown the control panel and diagram just after they were placed in the Tower.

A miser is'nt fun to live with, but he makes a wonderful ancestor.



# RAIL HELP TO EXPORTERS

Export traffic handled by rail direct to ships' sides in Victoria amounts to over 600,000 tons each year. In addition, a considerable tonnage is railed to Melbourne terminal for subsequent delivery to ships at non-rail berths.

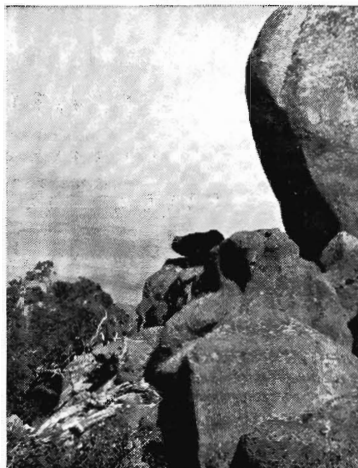
These figures are in themselves quite impressive, but what they do not disclose is the extent of the behind-the-scenes co-ordination between exporters and the Railways which is essential if export commodities are to be available at ships' sides at the time required for loading.

So far as the Railways are concerned, this co-ordination involves any or all of the following aspects of railway working:

- Empty haulage of some wagons and/or vans, often of special type, to loading points to meet the requirements of the exporter.
- Scheduling of special shunting locomotives or trains to move traffic to the ships' sides when, because of quantity or time limitations, normal services are unsuitable to the shipping companies.
- Liaison with shipping companies and exporters to ensure delivery of the quantities of traffic required at specific times coinciding with ships' berthing and loading schedules.
- Waiving of any demurrage caused by late berthing of ships, Sundays or public holidays, or delays caused by rain or wharf labour stoppages. Some other demurrage charges are waived when a set number of wagons are discharged from "carry-over" wagons.
- Supply of pier foremen, tally checkers, tractor drivers, tractor shunters and laborers on wharves between 8 a.m. and 5 p.m. at no cost to the shipping companies or exporters. Only when penalty rates are involved to suit the convenience of the shipping companies is any charge debited, and then only for the penalty portion of the wages.

Quite apart from these service aspects, railway charges are specially designed to confer an advantage upon exporters.

Concessional rates for export commodities range from 15 per cent. to 68 per cent. below ordinary rates for the same products railed for local use. Other special rates are also available under freight contract conditions.



The latest poster advertising the Mt. Buffalo Chalet was reproduced from a colour photograph. The warm coloured rocks in the foreground contrast with the blues of the distant ranges to form an attractive and striking drawcard for Victoria's leading mountain resort.

In keeping with this tradition of co-operation established over the years, the Railways are now facing up to the problems brought about by the decision of overseas shipping interests to invest heavily in the containerization of export cargoes, and are planning accordingly.

In fact, the V.R. is the design authority for container wagons for the railways of Australia.

## NEW RAIL CARS

New air-conditioned rail-cars for the Ararat-Portland line should enter service in mid-1970.

The two rail-cars that will introduce luxury air-conditioned travel to the Portland-Hamilton district, will be built by Tulloch Ltd. of New South Wales, at a cost of about \$420,000.

They will include the latest trends in passenger comfort, and have an exterior of polished aluminium. Luxurious reclining and reversible one-class seating for 60 passengers will be provided. The cars will be sound-proofed, and the large windows fitted with anti-glare, tinted safety glass.

Two underfloor power units, giving more than 500 h.p. for propulsion, will be fitted. Capable of 70 m.p.h. the rail-cars will have fluorescent lighting and iced drinking water.

Track relaying works on the Portland line are scheduled for completion in 1970. This will allow the speed of

passenger trains to be increased from 50 to 70 m.p.h. and give a worthwhile reduction in travelling time.

The rail-cars will not operate through to Melbourne, but will connect at Ararat with the existing air-conditioned trains.

The new rail-cars will be bought from special funds made available by the Victorian Government.

## FIRE PRECAUTIONS

As *News Letter* went to press, the Department's preparations for the coming fire risk period were well advanced with the making of rotary-hoed or bulldozed firebreaks. Burning off is carried out by track staff as soon as vegetation becomes sufficiently dry.

Herbicides have been used for the making of firebreaks between Echuca and Bendigo, Werribee and Geelong, and South Geelong and Drysdale, for test purposes. Chemical treatment of the section Donnybrook-Beveridge was nearing completion.

Patch burning begins as soon as possible to remove fire hazards before the onset of hot weather.

Many farmers are expected to co-operate with the Railways by making firebreaks on their side of the fence. However, it is unfortunate that others do not consider it worthwhile.

The close co-operation that has existed for many years between the Railways and Country Fire Authority will continue. All railway burning off is carried out with the full authority of the C.F.A. and in some instances with C.F.A. assistance, subject to restrictions imposed for days of total fire ban.

As soon as the fire risk period is proclaimed, track gangers provide daily advice of their burning programmes to local fire brigades. In addition, written advice is given to adjoining land owners in advance of burning off.

All outside track staff are issued with special fire pots for the making of tea, etc., in open areas during the summer period.

Five more 200-gal. capacity fire-fighting trailers are on order for country districts. These trailers will be attached to road trucks used by track gangs.

Another example of co-operation between the Railways and C.F.A. was the promotion of Fire Prevention Week held from October 20 to 26.

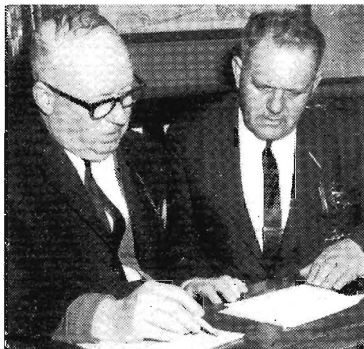
Furthermore, the Railways provided the Chairman of the organizing committee, Mr. G. J. Edney, an engineer from the Machinery and Water Supply Division. In addition, 600 C.F.A. posters are exhibited on country railway stations, and a leaflet for landowners has been prepared.

## Arms for U.K.

During the war years, Mr. F. R. Davine was an acting block and signal inspector in the Seymour district and, while there, was responsible for railings to England arms and ammunition which were desperately needed to re-equip the army after the disaster of Dunkirk. Almost everything was sent, he says.

Mr. Davine joined the Department in 1921, and was an operating porter at Hastings in 1923, while the Naval Depot at Flinders was being enlarged. He passed the examination for block and signal inspector in 1939, and was later attached to the Eastern District during the Gippsland line electrification. Mr. Davine retired recently as Senior Block and Signal Inspector, a position he had held for the past nine years.

He has a good collection of bowling trophies and it looks as though a few more may be added during his retirement.



Mr. Davine (left) and Mr. Bower

## Antiques

Mr. J. A. Bower, the new Senior Block and Signal Inspector, began as a lad porter at Royal Park in 1923. Soon after, he became a block recorder, then a signaller, and also worked at the Elwood Tram Depot. From 1940 to 1947 he was a signaller at Wodonga when the war traffic increased the trains handled from 12 to as many as 88 a day. Passing the B. & S. examination in 1950, he was appointed an inspector in 1952.

Gardening and collecting antique furniture are Mr. Bower's hobbies. However, unlike many other collectors, he strips, re-upholsters, and polishes his purchases. There is hardly any modern furniture in his home. A recent addition to Mr. Bower's collection was an old cedar

office chair marked "V.R.64". After much work, it has now been restored to its original condition.

## Operation Snail

One of the highlights of Mr. W. L. Hart's career was the part he played in *Operation Snail*, the name given to the importation of ready-cut houses by the railways in the early 'fifties, to house railway staff, many of whom were recruited overseas. Mr. Hart, who recently retired as Manager of the Spotswood General Storehouse, was the supervisor of the Stores Branch section of *Operation Snail*. Altogether, said Mr. Hart, they imported 4,000 of the houses; as well as being used by the railways, a good number were used by the State Electricity Commission and the State Rivers and Water Supply Commission.

Mr. Hart started work in the Transportation Branch in 1928, and soon after, transferred to the Stores Branch. During the second World War, he served for four years with the A.I.F. in the south-west Pacific area. He has been manager of the S.G.S. for the past seven years.

Last month, Mr. Hart left for an extended stay in the United Kingdom and Europe.

## New Manager

Mr. K. N. Smith, the new Manager of the Spotswood General Storehouse, joined the Accountancy Branch in 1922 and, after some experience there, transferred to the Stores Branch. In 1956, he became Storekeeper at the State Coal Mine, and later occupied similar positions at the Overhead Maintenance Depot and Spotswood Workshops.

In his younger days, Mr. Smith

ran with St. Stephen's Harriers, and laughingly adds that he holds the 3-mile junior championship "for ever", as that title was abolished shortly after he had won it.



Mr. Smith (left) and Mr. Hart on an inspection of a Spotswood General Storehouse section.

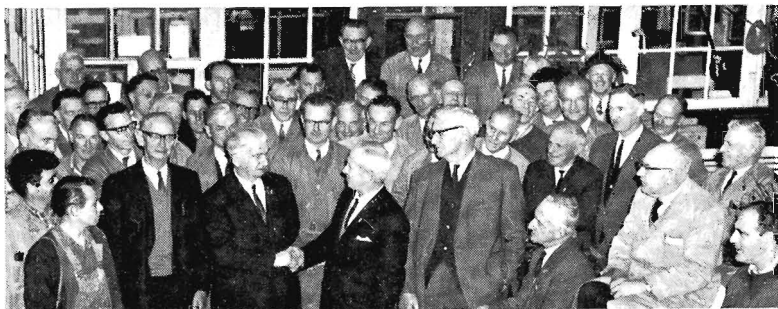
## Royal Women's Hospital collection

. . . Needless to say I was delighted to receive your letter forwarding the amount of \$431.43 being the amount collected from the railway's staff to assist the Royal Women's Hospital building project.

I would be most grateful if you would convey through your staff journal the gratitude of the members of my committee. . .

*Mabel Coles, President, writing to the Secretary.*

## Newport



The group that farewelled Mr. M. A. R. (Ralph) Stride when he retired as foreman of the Paint Shop at Newport, included a few retired men, among them being Mr. H. S. Love (now in his late 'seventies) who was a sub-foreman at the Shop. Mr. Stride had worked at Newport during most of his 48 years service, and had been foreman since 1956. He is shown (left) shaking hands with Mr. W. H. Chapman, Manager of Newport Workshops.

# RETIREMENTS

## TRAFFIC BRANCH

Llewelyn, T. W. Sandringham, 8/10  
 Coates, G. D., Port Melbourne, 8/10  
 Luff, G. E., Port Melbourne, 22/9  
 McGuire, P. V., Macaulay, 12/10  
 Matthews, J. H., Kyabram, 19/12  
 Hedt, A. O., Geelong, 20/12  
 Roper, A. T., Bendigo, 23/12  
 Manley, C. C., Melbourne Goods, 24/12  
 Wilton, W. H. V., Warragul, 2/8  
 Yule, S. M., Head Office, 3/10

## ROLLING STOCK BRANCH

Orchard, E. E., Ballarat Nth., 11/9  
 Flew, S. W., Newport, 13/8  
 Hrdlicka, E., Nth. Melbourne, 18/9  
 Powell, A., Ballarat Nth., 27/9  
 Quinn, W. P., Ballarat Nth., 18/9  
 Jenkin, J. D. G., Mtr. Garage, 26/9  
 Copeland, J. T., Head Office, 11/10  
 Quarrier, E. H. Y., Newport, 25/10  
 Greer, T. J., Newport, 1/12  
 McQuaker, J. F., Newport, 2/12  
 Lee, J. E., Newport, 5/12  
 Sherar, J. H., Nth. Melbourne, 6/12  
 Buchan, C. C. P., Newport, 6/12  
 Hobbs, H. E. J., Newport, 11/12  
 Bucknall, E. R., Jolimont, 17/12  
 Richmond, J. G., Jolimont, 27/12  
 Prime, L. A., E. R. Depot, 19/12

## WAY AND WORKS BRANCH

Daly, N. L., Nth. Melbourne, 19/12  
 Gunn, H., Ferntree Gully, 2/12  
 Lee, W. T., Special Works, 5/12  
 Maginess, R. S., Nth. Melbourne, 2/10  
 Magree, C. P., Nth. Melbourne, 3/10  
 McKean, H. B., Warrnambool, 27/12  
 Naylor, H., Flinders Street, 2/10  
 Ormston, M. G., Laurens Street, 3/10  
 O'Connor, L. L., Mordialloc, 1/12  
 Robinson, C., Murchison, 28/12  
 Saldineri, C., Caulfield, 4/10  
 Schmager, L. K., Wangaratta, 4/10  
 Thorpe, A. S., Sale, 27/12  
 Varga, L., Spotswood, 9/12  
 Williams, H., Kaniva, 18/12  
 Willock, S. T., Flinders Street, 18/10  
 Wills, A. P., Ballarat, 28/12

## REFRESHMENT SERVICES BRANCH

Lamb, G. (Miss), Flinders Street, 27/9

## STORES BRANCH

Terzic, V., Dynon, 6/9  
 Tickle, P., Spotswood General Storehouse, 6/12  
 Grant, N. S., Reclamation Depot, 24/12

## ACCOUNTANCY BRANCH

Tatterson, G. N., Head Office, 18/10

### NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

Curran, P. M., Auburn, 28/9  
 Presnell, R. G., Victoria Park, 10/10

#### ROLLING STOCK BRANCH

May, S. J., Newport, 13/9  
 Whiting, A. L., Ballarat Nth., 13/9  
 Aquilina, M. L., Sth. Dynon, 4/10  
 Budenicks, E., Ballarat Nth., 12/9  
 Raffa, S., Newport, 12/9

#### WAY AND WORKS BRANCH

George, N. H., Tempy, 28/9  
 Parker, C. C., Caulfield, 16/9  
 Pygal, J. E., Maryborough, 19/9

#### STORES BRANCH

Gamel, G., Permanent Way Depot, 29/8

## Mayors

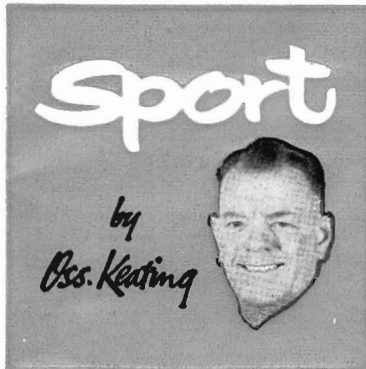
Three V.R. men were among the recently elected metropolitan mayors.

Cr. Rupert Bassett, M.B.E., J.P., a transport foreman at Newport Workshops, was, for the second time, installed as Mayor of Footscray. Mr. Bassett has been a councillor of that city for 15 years and has taken a very active part in civic affairs generally.

Fitzroy's Mayor, Cr. Leslie J. Martin, J.P., is a senior officer at Melbourne Goods. This is also Cr. Martin's second time as mayor. He held that office seven years ago, and has been a councillor for the past 12 years. Among those present at his

installation as mayor were some of his colleagues from Melbourne Goods and their wives—Messrs. V. C. S. Cullis (Goods Superintendent), G. Dynes and E. W. Brownsea (Assistant Goods Superintendents), and G. A. F. Burrows (senior clerk).

Cr. Norman Sinclair, J.P., senior storeman-in-charge at Spotswood Workshops Storehouse, is the new Mayor of Essendon. Mr. Sinclair joined the Department in 1938; he worked first in the Secretary's Branch and then transferred to his present branch. In his sixth year as a councillor, he is chairman of the Essendon City Band, and the council's representative on the Flemington High School Advisory Council.



golf clubs and for the men's and ladies' attendance at all official and social functions, sight-seeing trips, etc.

## Cricket

It appears that five teams will compete in the 1968-69 Commissioners' Cup Competition. Unfortunately it seems as if last year's winners, Suburban Lines, have disbanded, but Jolimont and Spotswood Workshops have rejoined, and so, with Loco, Codon and Melbourne Yard, will play two rounds of matches.

At the annual meeting of the V.R.I.C.A., life memberships were conferred on Mrs. E. H. Williamson and Frank McCloskey. These honours were richly deserved, as in Mrs. Williamson's case she has been raising money for the Association for well over 30 years by her card afternoons—a wonderful effort. This gives the Williamson family a unique record as Mrs. Williamson's husband Ted (a retired driver) and son Jack (a driver at South Dynon Loco, and a Councillor of the Institute) are also life members of the Association. Frank McCloskey is well known among railway cricketers and has been the Association's President since 1964-65 season, and had the honour of being Carnival Chairman during the 1965 Carnival held in Melbourne.

## Country Golf Week

Usually during our four days at Rossdale, I can report that we experienced at least one cloud burst, one hail storm, a gale and a pleasant sunny day. But not this year. This year, we had four of the most glorious spring days you could ever wish to enjoy.

After the welcome luncheon, at which we had as guests Mr. Commissioner L. A. Reynolds, who declared the week open, Mr. M. L. G. McKenzie, General President, V.R.I.

## Intersystem Golf Carnival

Applications are now being called from railway golfers who are members of the V.R.I., and who wish to be considered for selection in the team to represent this State in the 1969 Intersystem Carnival. Fourteen players will make up the side, and applications should be forwarded in time to reach Alan Collins (Hon. Secretary, V.R.I. Golf Club) or myself, C/- V.R.I., Melbourne, not later than Friday, November 29.

The selectors have stated quite firmly that any applications received after the closing date will definitely not be considered. Essential information required by selectors is (a) the name of your registered golf club (if a member), (b) the S.S.S. of your registered club, and (c) your handicap at that club. The capitation fee is \$42.00, and selected players will be required to obtain leave for the duration of the carnival; April 27 to May 7, 1969, inclusive. Wives of selected players may be added to the Victorian party if required; the capitation fee for ladies is \$21.00. The men's fee covers the cost of green fees and luncheons at the various

who welcomed the players on behalf of the Institute, and Mr. F. M. Mitchell, General Secretary, V.R.I., the participants contested an 18-hole handicap stroke event.

As players handed in their cards after completing their round, it soon became obvious that the course was in first-class condition and it would require a really low score to win this trophy. Our old friend Ike Dawkins, from Benalla, did just that when, playing on a 16 handicap, he returned an 81 off the stick, for a net 65. Then again on Tuesday morning just to prove that his opening day effort was no fluke, he scored 42 points in an 18-hole stableford competition, to add this trophy to his collection.

By this time the handicapper decided to step in and pull him two strokes. After all, we know that Ned Kelly lived in that area but—

In the afternoon, Stan Green of Seymour, with a score of 22 points, won the 9-hole stableford event. Wednesday saw one of our Councillors, Norm Roberts of Geelong, hit his straps and, with a score of plus 3, easily win the 18-hole bogie trophy.

Thursday was championship day, and a star-studded field competed for the many trophies available. A gusty wind tested the players and some of the better fancied competitors failed to handle the conditions as well as they should have. Bruce Machingo, of Bendigo, pulled off a fine treble when, with a score of 120 off the stick, he won the State Open Championship, the Country Open Championship and the Country Railways Championship. Bob Morris, of Seymour, playing off a handicap of 17, won the Country Minor Championship (for players on a handicap of 14), with a score of 131 for the 27 holes. His score was also good enough to win the open 27-hole handicap event.

Seven teams, representing five centres, were entered in the teams championship: Ballarat, Bendigo, Geelong (2 teams), Shepparton (2 teams) and Traralgon. The matches were very evenly contested and the two finalists were Bendigo (last years champions), and Geelong 1. After a pretty close tussle, Geelong 1, whose team consisted of Ian Patterson (Capt.), Stan Climpson, Alan Clohesy, Eddie Brown and Norm Roberts, beat Bendigo 3 games to 2, and so the Championship Cup and the 1968 F. M. Mitchell trophy went to Geelong.

The presentation night really went off with a bang. The Chairman, Frank McCloskey (Chairman V.R.I. Sports, Sub-Committee), who was handling his last official function prior to his retirement from Council, kept things moving with a swing.

Distinguished guests included Mr. Reynolds who ably deputised for the Chairman of Commissioners, Mr G. F. Brown, who, at the last minute could not attend, and Messrs. McKenzie, and R. I. Baggott, (Asst. General Secretary), representing the Institute. Messrs. R. Adamson, President, R. Budge, Captain, and H. Francis, Manager, were there on behalf of the Rosedale Golf Club, and H. Fletcher and A. Collins, President and Hon. Secretary respectively, represented the V.R.I. Golf Club. Mr. Reynolds presented the teams and championship trophies, and Mr. McKenzie the trophies to the handicap winners. Metropolitan players who collected trophies during the week were—Percy Parkinson, Dave Neville and Bill Heard. And so ended one of our best country sporting weeks, owing no doubt, to a combination of excellent weather, a first-class golf course, and a crowd of real good blokes.

### 1969 Country Week dates

The Commissioners have approved of the following dates for the various V.R.I. Country Weeks during 1969.

Bowls, February 24–28 inclusive.

Games will be played on the A.P.V.R.I., Middle Park and St. Kilda greens. Entries close January 27.

Cricket, March 17–21 inclusive; on the turf wickets at Royal Park. Entries close February 17.

Tennis, March 24–28 inclusive; at the V.R.I. Courts, Royal Park. Entries close February 24.

Golf, September 15–18 inclusive; at the Rosedale Golf Club, Aspendale. Entries close August 28.

Participants should keep in mind that first-class accommodation is available at greatly reduced prices and anyone interested should contact me at the Institute, or ring auto 2445.

### Cyclist



Harry Mueller riding in the 1968 Gippsland Tour

Signal Assistant Harry Mueller, of Stratford, is making a name for himself in Gippsland amateur cycling. Soon after arriving in Stratford, in mid-1967, he joined the Sale amateur cycling club (he had previously belonged to the Fitzroy club). That season he rode in their track championship and won it outright. He rides off scratch, and has been doing so ever since he joined Sale club. Last April, he won the club's first three road races—of 10, 20 and 30 miles. Last June, riding in the Gippsland Tour, a 170-mile event, Harry finished third, and received a prize from his club for being their first rider to gain a place in that event. In the Gippsland Road Cycling Championship (50 miles), he had a puncture seven miles before the finish, and came fifth. Harry is keen on his sport, and judging from results up to date, should have a very successful future. (J.M.)

## GOOD SERVICE

... I thought you might like to know of the help and excellent service I received from Mr. R. J. Sharpe, relieving stationmaster at Moorabbin.

When returning home on the 5.40 train on September 11, I inadvertently left my brief-case, which contained valuable and irreplaceable documents, on the train. I was extremely concerned, and when I explained my dilemma to Mr. Sharpe, he very promptly commenced telephoning the other stations past

Moorabbin, advising them of my loss.

Mr. Sharpe also asked the Frankston station staff, to make a thorough check of the train when it arrived, and to ring him back as soon as possible; fortunately, after some time my brief-case was found intact by the Frankston staff.

I am most grateful for the prompt and competent manner in which Mr. Sharpe handled the situation . . .

J. R. Read, Gleniffer Avenue, Moorabbin, writing to the Chairman

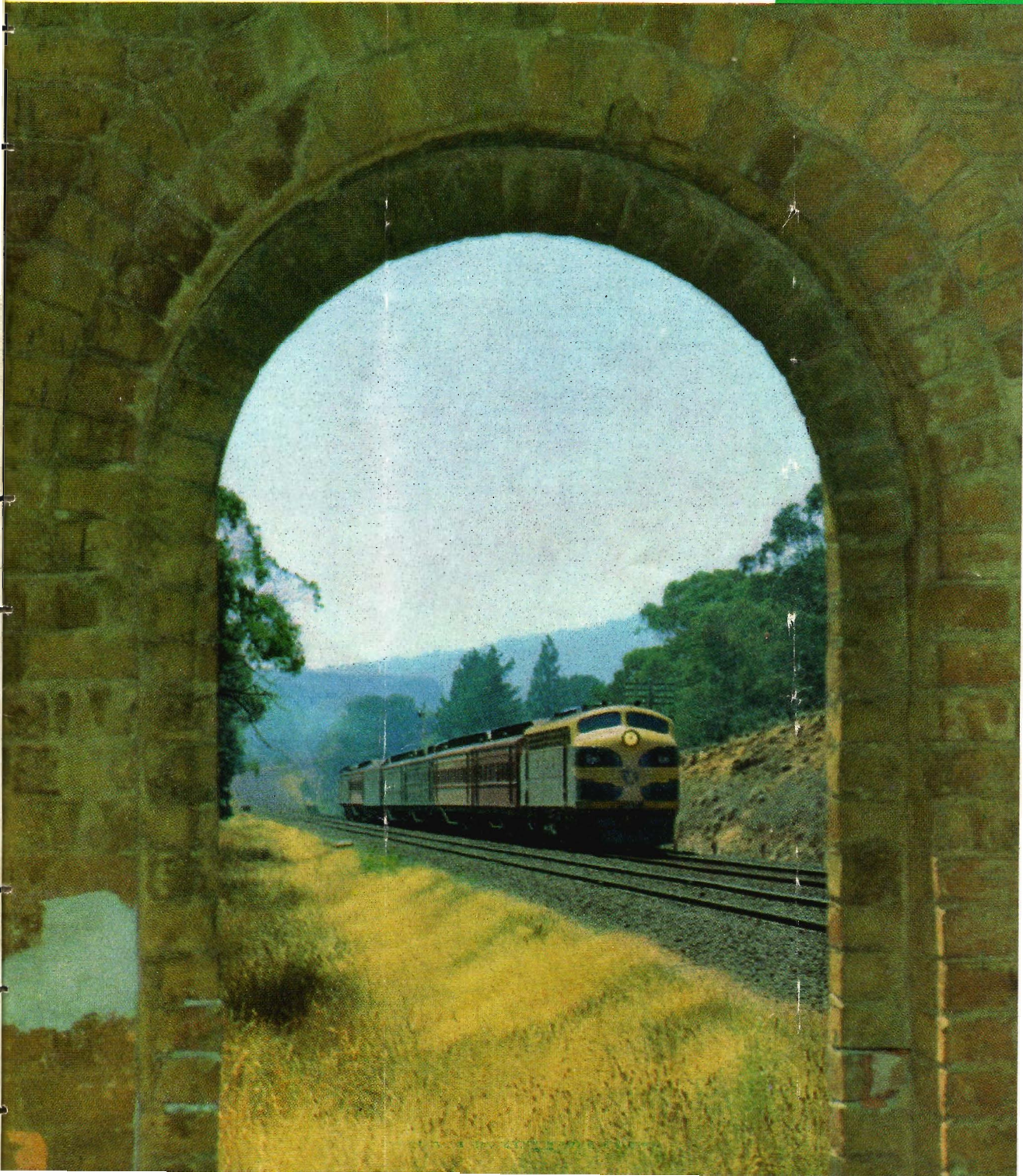
VICTORIAN RAILWAYS

# NEWS LETTER

DECEMBER

VR

1968



# THE MONTH'S REVIEW

V.R. CHAIRMAN COMMENTS ON

## AN OUTSIDE VIEW

"Australia's rail transport services are in world class, and will improve further as the standard gauge system is extended", said Mr. Kirkhope, the chairman of Mayne Nickless Ltd., at the company's recent annual meeting.

This tribute to our railways from the chairman of one of the largest transport companies in Australia draws attention to some-

thing of which railwaymen are already aware. However, as adverse criticism of railways is always sure of publicity, it is good that the public should know of this opinion from a leading transport authority.

Australian railways are in world class, but, to keep that position, they must have adequate support from Australian Governments.

### New suburban trains

Tenders have been called for the supply of 30 to 50 6-carriage electric trains for Melbourne's suburban system.

Tenders, which close on March 12, 1969, require that the carriages be 75 ft. long, 9 ft. 9 in. wide, and provide more seating and comfort for passengers than the existing trains.

The trains will also have a maximum of window area and, for the first time in Victoria, the doors will be remotely controlled from the driving compartment. Each carriage will be designed to ensure easy access, good lighting, and minimum maintenance. Insulation will ensure quiet operation.

Travel conditions will be improved by the installation of a ventilation system and—again for the first time in suburban trains—carriage heating.

### Vandal fined

At a suburban court during October, a man was fined \$75 with \$5.50 costs for having wilfully damaged a railway carriage seat, having travelled without a ticket, and having given a false name and address.

SEASONAL GREETINGS  
TO ALL

"NEWS LETTER" READERS  
AND  
BEST WISHES  
FOR THE NEW YEAR

### Attack wagon for fire fighting

An *attack wagon* is being added to the Department's special fire train that will again be available this summer to cope with serious fires.

A rail vehicle is being converted to the *attack wagon* which will be at the front of the fire train so that it can easily be pushed into fire areas.

Two monitor type water guns will be mounted on revolving turrets so that water can be shot in any direction up to 100 ft. from the railway line. The wagon will be equipped with an electric lighting generator, and arc lighting.

The fire train carries 50,000 gallons of water and the pumping capacity is about 500 gallons a minute. The train stands by in Melbourne, ready to leave at short notice for any part of the V.R. broad gauge track.

The railways will again provide at short notice, emergency water supplies for town fire-fighting purposes, from the many Railway reservoirs situated throughout the State.

In addition, the Department has 158 water wagons, each with a capacity of from 1,500 to 2,300 gallons. At present, these wagons are used to replenish water at railway houses, but in an emergency could be called upon quickly, as they are placed in various districts.

Old steam engine tenders, that were reconditioned last year to carry water, will also be available for fire-fighting.

### School tours

Students and teachers from two schools recently made tours by special

train, equipped with sleeping berths, a dining carriage, a shower carriage, and a carriage used as a travelling classroom.

A party from Forest Hill State School toured the western district, and another from Ashwood High School toured western and northern Victoria.

### MotoRail service extended

The overnight Melbourne-Mildura *MotoRail* service has been extended to handle cars with trailers. Cars, of course, have been carried since August 16, but, following requests, trailers up to 5 ft. high will now be railled.

As trailers could not exceed 5 ft., this will exclude most caravans.

Cost of a car and trailer will be \$15 compared with \$10 for a car on its own. Motorists also have to travel by the train.

### Level crossing accident

Legal action will be taken to recover the costs of the damage, estimated at \$60,000, that was caused to a train that collided with a tip-truck at Barry Road level crossing, Upfield, on October 31.

The flashing lights were operating when the road vehicle, loaded with screenings, was hit by the 9.23 a.m. Melbourne to Upfield train. The impact slewed the leading carriage parallel with the road; the second carriage was derailed.

### Biggest order

The Department recently received its biggest order for photographs of locomotives and other railway equipment, when a railfan bought 550 prints. They will be added to his collection of 1,800—mainly of V.R. items. Incidentally, the purchaser mentioned that he had used 20 rolls of film at the V.R. display on October 5-6.

### FRONT COVER

FRAMED by the brick supports of a water storage tank, the midday train from Bendigo makes an attractive picture as it approaches Macedon.

# REVIEW of the year

A condensation of the Commissioners' annual report  
for the last financial year.

## THE DROUGHT

Drought—that one word aptly sums up the past year. The State's economy and the Railways suffered severely. The wheat harvest, the major railway haul each year, was only a shadow of that of recent years, and other grains produced poor crops too. This in turn led to reduced railings of superphosphate.

The following figures tell the story:

Commodity	Tons carried	Reduction by comparison with last year tons
Wheat ...	1,231,354	638,104
Oats ...	119,924	154,679
Barley ...	136,281	59,786
Super-phosphate ...	816,433	259,387

Revenue from wheat, oats and barley was \$6,009,875 below that of the previous year.

However, the Railways played an important part in alleviating the effects of the drought. Massive lifts of livestock were made from drought stricken areas to New South Wales and Gippsland. In one week alone, during November 1967, the biggest rail movement of livestock for many years took place when over 100,000 sheep and 12,000 head of cattle were carried in 24 special trains. Concurrently, over 30,000 tons of fodder were carried each month for starving stock.

With the arrival of the autumn rains, special trains were run to bring livestock back from agistment.

We hope that in more prosperous times, the man on the land will not forget these things, when choosing his transport.

## FINANCE

For the financial year ended June 30, 1968, the Department earned

A special public version of the annual report is being produced, and a limited number of copies will be for sale. Well illustrated, with many colour plates, the report will be available from the Senior Clerk, Public Relations and Betterment Board, Room 98, Railway Offices, 67 Spencer Street, Melbourne, 3000. The price is \$1 a copy, postage included.

\$99,393,515 revenue, while working expenses were \$105,204,041. This resulted in a loss on current operation of \$5,810,526.

The previous year there was a profit on current operations of \$1,019,602. The year's retrogression of \$6,830,128 was caused by \$5,185,663 decrease in earnings, and \$1,644,465 increase in working expenses.

The Department was also debited with interest, sinking fund charges, etc., of \$5,746,582 (an increase of \$855,391) which produced a deficit of \$11,557,108.

The decrease in earnings resulted mainly in parcels (down \$66,000) and goods (down \$5,522,000), although passenger revenue rose \$176,000, and rentals were up \$22,000.

Higher working expenses were principally due to the following increases:

	\$
Full year effect of various wages awards made in 1966-67 ...	1,274,000
Cost of wages awards made in 1967-68 ...	1,979,000
Superannuation charges	199,000
Long service leave ...	85,000
Railway Accident and Fire Insurance Fund	299,000
General expenses ...	221,000

However, savings in operating and

maintenance costs due to increased efficiency and decrease in train mileage amounted to ... \$2,401,000

## Loan expenditure

Loan funds allotted by the Treasury for expenditure during the year were \$16,614,092 which were used as follows:

	\$
Repairs and replacements	
Way and Works ...	3,536,032
Rolling Stock ...	5,553,145
	9,089,177
Capital	
Way and Works ...	6,980,630
Rolling Stock ...	496,997
New lines ...	47,288
	7,524,915
Grand total	16,614,092

**The large proportion of interest bearing funds expended on renewals and replacement is still giving concern. Since July 1, 1960, the overcapitalization from this cause amounts to \$73,932,000, on which the Department pays interest, but cannot look for any return.**

The Commonwealth Government advanced \$569,906 for work in drought stricken areas of the State. Work on projects of a capital nature absorbed \$372,106, the balance being expended on Way and Works Branch maintenance.

## Fares and rates

Fares and the general tariff rates for goods traffic remained unchanged during the year.

A further 57 country industries were approved by the Minister of State Development as eligible for the special rates applicable to "Approved Decentralized Secondary Industries". This brought the total at June 30 to 592.

The concessions granted to "country industries" are estimated

## HIGHLIGHTS

<b>Revenue ...</b>	\$99,393,515
Of each \$1 earned:	
57c came from goods and livestock	
35c came from passengers, parcels and mails	
5c came from refreshments and advertising	
3c came from miscellaneous	
<b>Working Expenses \$105,204,041</b>	
Of each \$1 spent:	
74c went on wages and payroll tax	
1c went on coal, oil, etc., for locomotives	
3c went on electrical energy for traction	
13c went for other materials and services	
7c went on pensions and long service leave	
2c went on other expenditure	
Route mileage open for traffic ...	4,210
Average number of; staff employed ...	27,520
Total capital invested	\$459,200,000
Tonnage of goods and livestock carried	11,115,953
<b>Passenger journeys:</b>	
country ...	4,534,859
metropolitan ...	141,733,212
<b>Principal commodities carried:</b>	tons
Briquettes ...	1,415,544
Wheat ...	1,231,354
Fertilizers ...	877,020
Cement ...	766,417
Iron and steel bar, rod, etc. ...	497,787
Coal ...	495,398
Firewood, timber, wood-pulp ...	371,096
Livestock ...	334,941
Motor cars and bodies ...	217,659
Flour, bran, pollard, etc. ...	217,057
Petrol ...	165,240
Oats and other grain	160,884
Beer ...	144,298
Pulp and paper ex Maryvale ...	138,150
Barley ...	136,281
Wool ...	127,929
<b>Locomotives:</b>	
diesel-electric ...	220
steam ...	132
diesel-hydraulic electric ...	35
electric ...	95
Passenger carriages	1,787
Wagons, vans, etc.	23,534
<b>Fuel consumed:</b>	
diesel oil, tons	59,482
coal " ...	13,073
fuel oil " ...	6,121

at \$4,180,000 per annum which should properly come from a decentralization fund.

This amount, when added to concessions granted to students for travel to educational establishments, to sporting functions, at week-ends and on vacation, as well as the unsubsidized portion of the cost for pensioners' concessions, makes a substantial total which we claim should not be debited to the Railways.

Superannuation charges are a continued burden on working expenses. The total charge to railway revenue for superannuation payments during the year was \$5,272,600, or about 5.4 per cent of revenue.

The value of materials reclaimed for sale or re-use, although lower than the previous year's record, was an impressive \$925,860.

### Fare evasion and vandalism

Vandalism and "fare dodging" were tackled with fresh vigour during the year. Some train travellers seem to regard the dishonesty of fare evasion as a trifling offence. We hardly need to emphasize the effect on revenue when people deliberately pay nothing for their travel, or less than the prescribed fare.

We are doing our utmost to put down this kind of behaviour, but our efforts are not always helped by the unrealistic penalties sometimes imposed on offenders by the Courts.

## COMMERCIAL ACTIVITIES

There has been no abatement of the fiercely competitive conditions in the middle and long distance transport field, and we have again concentrated on personal canvass by our Commercial Agents to consolidate and expand our share of the market. Supported by the extensive knowledge and resourcefulness of our packaging and transport engineering specialists, the commercial staff have been able to offer a comprehensive transport service to meet the unusual requirements of many shippers. Our agents have shown the financial benefits that flow from the regularity, reliability and flexibility of railway services.

These activities were backed by the continued use of advertising underlining the theme that the railways are transport specialists. This will be supplemented by extensive outdoor advertising sited to attract the attention of road users.

Our commercial, marketing research, and packaging and handling sections are being strengthened, numerically and by specially designed training courses.

As common carriers, the Railways give a comprehensive service that is in strong contrast to the ability of road operators to be selective in the commodities handled and the routes traversed. But the whole transport needs of the community must be met and it falls to the Railways to provide the standby equipment to meet overflow loading that cannot be handled by road operators and interstate shipping.

Procedures to attract the protection of Section 92 of the constitution of the Commonwealth of Australia are still being freely employed by road operators to give a legal interstate character to what are essentially intrastate commercial transactions.

The Railways are forced to resort to freight rate adjustments dictated by the prevailing local road rates in an endeavour to combat the continuing inroads into traffic to the border areas of the State. Logical and consistent rating becomes impossible.

## PROGRESS Freight

As Victoria stands poised to take full advantage of the recent discoveries of natural gas and oil on its doorstep, the Victorian Railways is playing an important role by conveying the vast quantities of materials needed for construction works and ultimate distribution.

In the latter part of 1967, increasing quantities of structural steel and other items were railed to Welshpool, and then taken by road for the last seven miles of the journey to Barry Beach, the marine construction terminal of the gas and oil project. Large steel pipes, measuring up to 60 ft. long, were also railed.

In January 1968, the first train load of steel pipes for the natural gas landline was loaded at the Somerton works of the manufacturer and railed to Lyndhurst, to be taken from there to the scene of pipelaying operations. Pipes were later railed to Warragul and Rosedale. In addition, the movement was a significant contribution to the comfort of the private motorist by keeping a large fleet of heavy transports from congested city streets and roads.

Another large transport task was the railing of 13 miles of P.V.C. rigid piping from Dandenong to various destinations beyond Korumburra for construction of a sewerage outlet.

Intersystem goods traffic on the standard gauge line between Melbourne and Albury rose to a record figure of 2,250,258 tons, an increase of 195,809 tons on the previous year.



The tonnage of livestock carried during the year increased by 176,889 to 334,941, but cement traffic declined by 40,091 tons to 766,417 tons, and briquettes by 71,307 tons to 1,415,544 tons.

Statistics relating to the more important aspects of freight operations are shown at foot of page.

### Passenger operations

Although the number of country passenger journeys fell by 3 per cent. to 4.53 million, there was a very slight increase of 0.1 per cent. in the number of suburban journeys, the total being 141.73 million. Passenger revenue at \$30.27 million increased by about .6 per cent. compared with 1966/67.

Peak hour suburban travel continued to expand, and the more heavily loaded trains on the Belgrave, Lilydale, and Glen Waverley lines were increased in length from seven to eight carriages during the rush hours. Eight-carriage trains are soon to make their appearance on the Frankston line at peak periods.

Off-peak services were adjusted to accord more closely with the demand. A one-carriage train, with interior booking office, began running on the Camberwell-Alamein line on Sundays. It has no difficulty in coping with the light traffic, and more economical operation is possible.

Special services to the Royal Show carried about 195,000 passengers, an increase of just over 8,000 on the previous year, but the percentage of rail travel to the total attendance was slightly lower.

A mini-buffet refreshment service was introduced on the morning and evening trains between Melbourne and Albury on Mondays to Saturdays, and passengers have shown their appreciation of this added amenity.

A first-class air-conditioned carriage was added to the early morning

train from Ballarat to Melbourne on Mondays to Saturdays and the late afternoon train on return.

## ROLLING STOCK

The following new rolling stock was built in our workshops during the year:

Classification and type	Number completed
Harris suburban motor carriages	3
Brake-vans (freight service)	8
50-ton open wagons (for general merchandise)	38
50-ton flat wagons (for steel plate and general traffic)	29
50-ton flat wagons (for container traffic)	12
40-ton louvre vans (for general merchandise)	104
50-ton wagons (for bulk cement traffic)	9
Rail tractors	5

### Motive power

With the scrapping of a further 37 steam locomotives during the year, the number on the register fell to 95—10 years ago there were 431. Regular running by steam locomotives has virtually ceased.

Two T class 1050 h.p. diesel-electric locomotives for main and branch line goods and passenger services were acquired as well as an additional 19 Y class 750 h.p. diesel-electric branch line and shunting locomotives. Six more of these Y class locomotives have still to be delivered to complete the contract.

In addition, a contract has been let for a further 11 T class locomotives, the first of which is scheduled for delivery towards the end of the year. Five of these will be equipped for hump yard operation at controlled speeds.

### Passenger stock

Three Harris suburban motors,

manufactured at Newport Workshops, went into running during the year as part of the programme to provide longer trains as previously mentioned. The construction of seven more is in hand.

Considerable thought has been given to the design of suburban rolling stock, and advice sought from experts in Australia and overseas to ensure that Melbourne's future suburban trains will be the most suitable for requirements and right up to world standards. The emphasis will be on light weight vehicles with high passenger carrying capacity and low operating and maintenance costs. Six prototype trailer carriages, 75 ft. long, are under construction. These carriages will afford us the opportunity to test modern features and equipment in service.

Two further air-conditioned twin-tee sleepers, each with accommodation for 20 passengers, were provided for *The Overland*. They are jointly owned by the Victorian and South Australian Railways.

### Freight vehicles

An order has been placed for the supply of 100 53-ton capacity, low alloy steel grain hopper wagons, and 25 are expected to be available by the end of 1968, in time to assist with the speedy handling of the harvest.

Following a decision by the Australian and New Zealand Railways Conferences, we assumed design responsibility for a 63-ft. low-tare flat wagon to cope with the expected increase in container traffic resulting from the containerization of overseas shipping cargoes. The wagon will carry three 20-ft. dry freight containers, a combination of one 40 ft. and one 20-ft. container, or two refrigerated containers and their ancillary power units. We plan to build 50 of these wagons, and the first is expected to be in service by the end of 1968.

	1967-68	1966-67	1965-66
Total goods and livestock tonnage ... ..	11,115,953	12,074,550	12,156,405
Average haul per ton of goods (miles) ... ..	160	160	164
Total ton miles (goods and livestock) ... ..	1,776,000,000	1,937,000,000	1,989,000,000
*Average miles per wagon per day ... ..	34.04	33.75	35.51
*Average ton miles per wagon per day ... ..	323	340	346
Average tonnage (net) per loaded wagon mile ... ..	14.08	14.91	14.58
Average ton miles (net) per goods train hour ... ..	3,607	3,701	3,563
Contents load per goods train mile (tons) ... ..	286	305	300
Percentage of empty wagon mileage to total ... ..	32.53	32.45	32.81

\* Based on the number of goods vehicles actually available for service.

Ten rail tank wagons are being constructed for hiring to oil companies. Each has a capacity of 12,000 gallons in three compartments.

A new method of insulating bulk tallow containers has been tested. Six portable tallow tanks have been coated with polyurethane foam, to reduce reheating time and so speed up the delivery of the tallow and improve the turn-round of the tanks. It is likely that the remaining containers will also be insulated.

Additional special purpose wagons were provided as necessary during the year to convey different classes of traffic.

It is interesting to record that, in the period of just over five years since it was established, about 103,000 rail vehicles have been bogie-exchanged at South Dynon.

## PERMANENT WAY

An ever-increasing variety of modern mechanical equipment is being used to facilitate track improvement and maintenance. New plant bought during the year included three heavy duty electromatic tamping machines capable of surfacing up to 18 chains of track an hour, and featuring an automatic jacking system actuated by a beam of light.

The use of fully mechanized gangs for renewing sleepers and lifting, packing and lining the tracks on a regular cycle (the cycle maintenance system) continued successfully in the Geelong District and was extended to the Eastern and Bendigo districts—steps towards the time when the system will be used generally throughout the State.

During this year, 182 miles of track were relaid. Due to lack of finance this was 29 miles short of the annual total nominated by the Public Accounts Committee as a desirable minimum.

## Grade separation

The level crossing at Warrigal Road, Oakleigh, was eliminated with the completion of an overpass for road traffic; and grade separation at Canterbury, involving the construction of a rail bridge over Canterbury Road, proceeded satisfactorily. Planning to eliminate the Somerville Road, Yarraville, level crossing, by a road overpass, is well advanced.

At other locations where the Country Roads Board was the constructing authority, we assisted as necessary and contributed to the cost of the works.

Three additional sets of boom barriers and 25 sets of flashing lights were installed during the year.

The Government recently directed as a matter of policy, that gates at level crossings are to be replaced by

boom barriers on the basis of the cost being shared by it, the municipality concerned, and the Railways. Negotiations are at present in course with a number of Councils.

## Increased track facilities

Work continued steadily on the scheme to increase the number of tracks on the Box Hill line. Previous years had seen the elimination of the bottleneck at Richmond, including the construction of the new station, and the provision of additional tracks between Richmond and Burnley, and Hawthorn and East Camberwell.

Duplication of the Geelong line has continued and two tracks are now available between Melbourne and Laverton, and Corio and Geelong. The Laverton-Werribee section should be completed by the end of 1968.

## Melbourne Goods Terminal re-arrangement

Work on this important project to provide an automatic railway classification yard with hump shunting and automatic control of points and retarders is proceeding steadily. It is expected to be completed by November 1970.

Considerable track work was laid in what will be the arrival part of the re-arranged yard, and a new bridge was constructed over the Moonee Ponds Creek.

During the year, the southern portion of the extension to No. 4 Shed was completed (the northern portion of the extension had been undertaken the previous year) and work began on the rehabilitation of the existing shed, the last stage in the provision of a shed 1,375 ft. long.

Three major contracts were let—one for the automatic equipment, and the others for erecting two multi-storey buildings in the Melbourne Yard; the two buildings are in hand. One known as the West Tower, will be five storeys high, and from it the arrival and sorting of incoming trains will be supervised. The other, known as the East Tower, will be of six storeys. This building will be used mainly for supervising freight train make-up and departures, and placing inward loading.

Work is well advanced on providing the number of bridges necessary to carry the rail tracks over Dudley Street, West Melbourne.

## COMMUNICATIONS

Reconstruction of the telephone pole line between Melbourne and Serviceton continued during the year and had almost been completed as far as Ararat, while work began on a new line between Horsham and Dimboola

and at June 30, 1968, was 75 per cent. complete.

The necessary equipment was installed to provide improved telephone services between Ararat and Horsham, Ballarat and Maryborough, and Geelong and Camperdown.

A major improvement was the opening of a new telephone exchange at Spotswood, with automatic interworking with the exchange at Head Office. It provides automatic facilities to cope with concentrated local telephone traffic, and considerably speeds up calls to and from the Spotswood-Newport area where so many important railway operations are concentrated.

## MISCELLANEOUS

The railway exhibit at the Royal Show, always a drawcard, was moved to a larger site this year and the popular miniature railway was extended. The mobile exhibit and advisory unit, especially built for display at country agricultural shows, was featured at a record number of 18 locations during the year.

As more and more organizations have expressed an interest in hearing what the Department is doing, a panel of speakers has been formed to address luncheon and evening meetings.

As well as the in-training we provide in a comprehensive range of strictly railway subjects, the need for wider training in modern skills and techniques is recognized, and staff are nominated to attend outside seminars and study courses allied to their work.

The Victorian Railways Institute continued to provide tuition in railway subjects. Membership of the Institute was 15,650 at the close of the year, the increase of 115 during the 12 months being the first for six years. This encourages the Council to pursue its aim of providing improved library, cultural, social, and sporting facilities.

The average annual payment, including overtime and penalty payments, to all officers and employees, including juniors, was \$2,964, compared with \$2,840 the previous year.

The emphasis on industrial safety was continued and is reflected by the downward trend in the injury rate.

Interest in first aid was well sustained, and 95 per cent of the 726 who took examinations gained a pass.

The specialist staff in the Management Services Division has continued to successfully probe operating and administrative activities in a bid to increase efficiency and reduce costs.

Stores accounting and control is being progressively transferred to

computer operation. Other work is already being carried out by the computer, and this trend will increase.

## THE FUTURE

We would like to be able to say that work is to begin on the construction of Melbourne's underground railway, but finding the necessary finance remains the problem.

With the arrival of drought breaking autumn and winter rains, there is promise of a bountiful harvest, and we are geared to handle the expected large tonnage of grain.

There is every prospect of increased business and revenue as a result of the State's industrial development, and direct approaches will continue to be made to business organizations to keep them in touch with the advantages of modern rail transport.

Two short new industrial railways are to be built—one from Tyabb to Long Island and the other from Welshpool to Barry Beach. Goods train services will be augmented as necessary and transit times will be reduced where this is practicable.

While we expect an increase in revenue, we hope to offset some of the recurring wage increases by the widest possible use of latest techniques and equipment, and a continued tight control of expenditure.

Further progress will be made on the scheme to improve peak hour travelling conditions on the busy Box Hill group of lines. The third track will be extended beyond East Camberwell towards Mont Albert and between Burnley and Hawthorn. The latter will involve widening the road bridge at Swan Street and constructing a new railway bridge over the River Yarra.

Duplication of the Newport-Geelong line will continue beyond Werribee towards Little River.

All our planning, both large scale and small, will continue to be directed at the goal of maintaining the Victorian Railways position as transport specialists.

## HEIDELBERG TRAIN

This is a letter of thanks to the driver of the Heidelberg train that arrives at Princes Bridge station at about 8.30 a.m. on week-days.

Last Tuesday I left in the train my handbag containing, in addition to personal effects, a considerable sum of money. After ringing the Lost Property Office at Flinders Street, I was told that the bag had been handed in by the driver of the train; I would like to thank him very sincerely . . . *L. McDonald, Mount Street, Heidelberg, writing to the Secretary*

## RAILWAY SQUADRON'S CAMP

This year's annual camp of the 41 Railway Squadron was held at Benalla aerodrome.

The Squadron is a supplementary reserve C.M.F. unit that is sponsored by the Commissioners to provide the Australian army with a skilled nucleus of men capable of operating any railway system taken over for military purposes.

The training aim is mainly to teach members such basic military skills as the use of weapons and equipment, methods of protection against insurgent activity, map reading, etc. About one-quarter of the time is spent in broadening general knowledge of railway operation.

This year, the programme included rifle range practice, a battle craft exercise, minefield laying and breaching, a railway safe working exercise, and a demonstration of emergency repairs to rail wagons.

Because all members of the Squadron already have railway operating skill, the only training obligation is the annual camp of a fortnight; additional courses are available for gaining promotion. This form of

service is particularly suitable for skilled railwaymen who find it difficult to attend the parades of a normal C.M.F. unit.

Special leave for two weeks, with pay, is granted by the Department (subject to the staff position permitting) for annual camps, without debit to other leave allowances. Army rates of pay apply for all military training time. In addition, the Department may grant leave for special courses, up to three weeks each year, with the difference between normal and army pay made up by the Department.

Applications to join the unit are invited particularly from railwaymen between 20 and 34 years of age who are employed in Workshops and Way and Works Branch grades. Applications should be addressed to Mr. B. Cahill, Engineer, Jolimont Workshops.

There are also vacancies for those wishing to train as commissioned officers. For these, the age limits are 21 to 34 years, and minimum educational standard is leaving certificate.

## TOBACCO PLANTS ARE RAIL FREIGHT

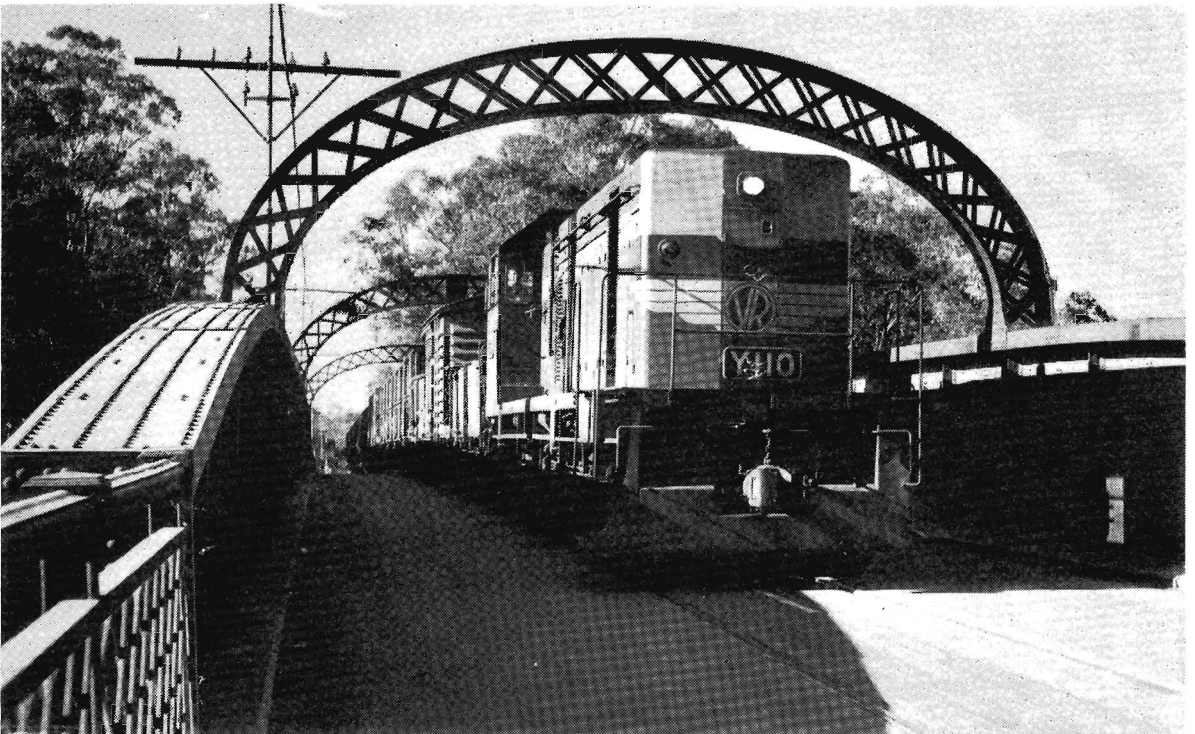


During November, about 50,000 tobacco seedlings a day are railed from Numurkah to Wangaratta for Victoria's main tobacco growing area around Myrtleford, and also to Wodonga. Grown at Nathalia by N. F. and G. F. Smith on what is claimed to be the only tobacco seedling farm of its type in Australia, the plants are packed into cases and taken by road to Numurkah station. Although some Owens Valley tobacco growers plant their own seed, many prefer to obtain the seedlings from another district to reduce the risk of blue mould developing in the crop. The warmer climate at Nathalia gives the plants a good start. "Our family have grown and railed tobacco plants since the 1930's and we have nothing but praise for the Railway service," said Mr. G. F. Smith. Picture shows Miss J. Frew picking seedlings for dispatch to the Owens Valley.

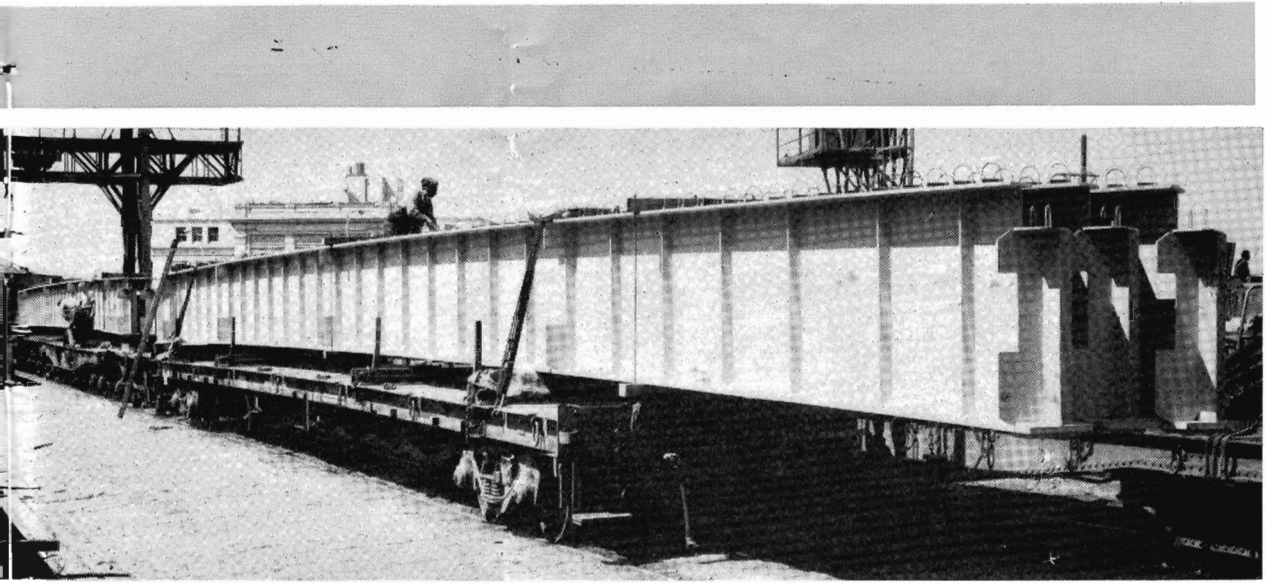


# VIEWS OF NEWS

◀ **CHIEF SECRETARY'S VISIT:** Sir Arthur Rylah, the Chief Secretary, recently visited some V.R. installations, including the West Tower and Melbourne Goods Sheds. In the picture, taken at Melbourne Goods, are (from left) Sir Arthur Rylah, Messrs. V.C.S. Cullis (Goods Superintendent), G.F. Brown (Chairman of Commissioners), and L.A. Reynolds (Commissioner).



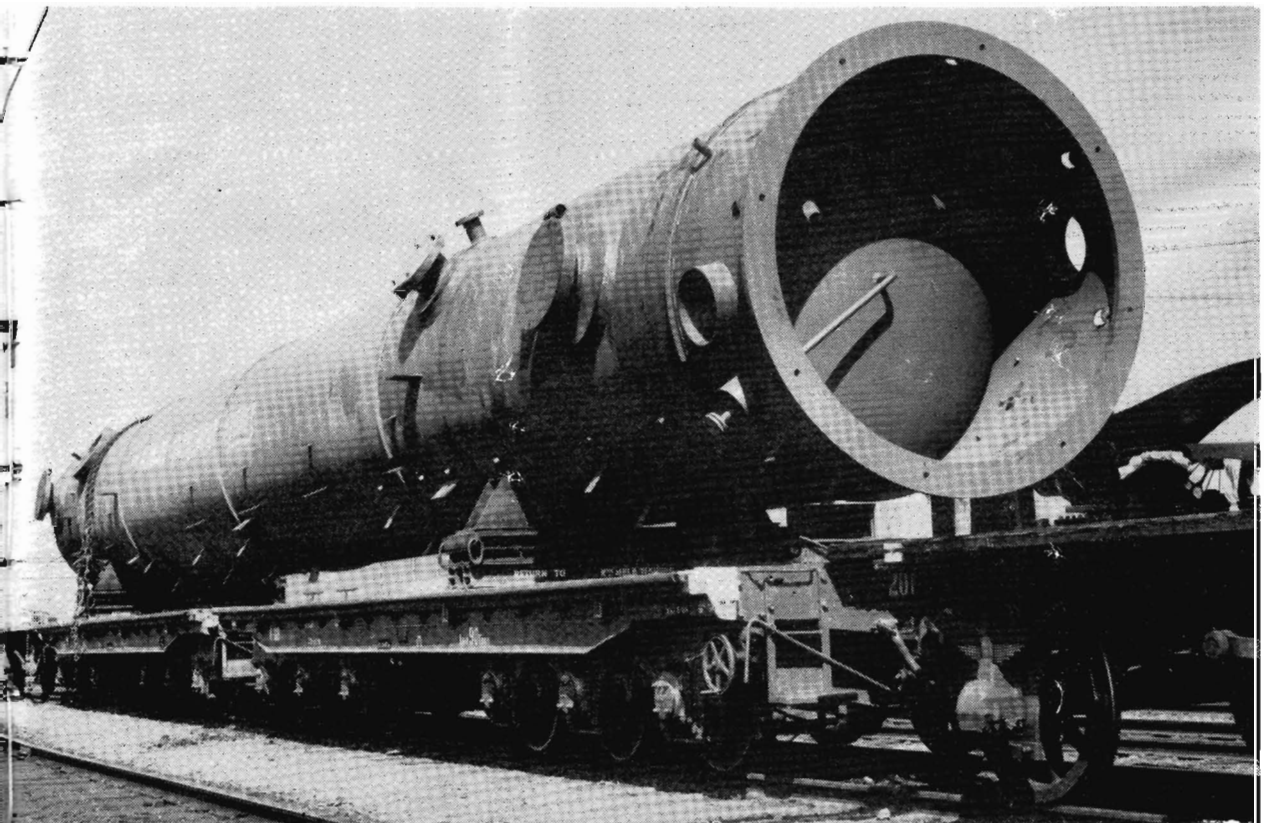
**UNDERNEATH THE ARCHES:** An up goods crosses the bridge over the River Murray at Echuca. Built in 1878, this bridge carries both road and rail traffic, and is 1,452 ft. long between abutments. It is a wrought iron structure on cast iron cylinder piers; the arches hold the main girders vertical.



MOTORISTS are given more room, and wear on roads is reduced when heavy loads such as those shown are sent by rail.

▲ These 108-ft. long girders, each weighing 10.6 tons, were railed to North Geelong for the structural work of the Separation Street bridge that is being built by the Country Roads Board.

▼ This absorber vessel, recently railed to Rosedale for the Esso-B.H.P. Natural Gas Separation Plant at Dutson, is the heaviest and largest piece of equipment yet railed to Gippsland for the natural gas project. It is 80-ft. long, has a diameter of 8-ft. 7-in. with projections up to 11-ft. 6-in. wide, and weighs 138 tons.



# MONEY FOR WORKS

The Railways have been allotted \$17,064,000 for the 1968-69 works programme.

In his speech at the second reading of the Railway Loan Application Bill, the Hon. Vernon F. Wilcox, M.P., Minister of Transport, pointed out that almost all the expenditure provided for in the Bill would go to improve railway service.

There was a lot of catching up to do in that regard, he said, not only to rehabilitate a huge organization but to do it at a time when technology and the Railways' transport competitors had gone ahead in leaps and bounds. That task of catching up was extremely costly, and, unfortunately, could not be achieved as quickly as they would all like—all Honorable Members knew the financial restrictions placed on the Government by the Loan Council, Mr Wilcox added.

## Rolling stock

The programme of replacing steam locomotives with diesel locomotives was a major initial step in up-grading railway equipment and service. That replacement had almost been achieved, 28 diesel locomotives had been delivered during the past year, eight more diesels were scheduled for delivery, and the replacement was expected to be completed in 1971.

The amount of \$2 million was provided for locomotives. The major expenditure for rolling stock this year was for 100 additional grain hopper wagons, at least 50 special container carrier wagons, 50 large open general freight wagons, and 100 other wagons of various types equipped to carry long and special loads.

Some idea of the cost of re-equipping a railway might be gauged from the fact that these 300 wagons would cost \$4,200,000.

Further expenditures on railway stock would include \$1 million towards a new batch of suburban trains. There was a major problem in rehabilitating the suburban fleet, and although 60 new trains had gone into service since 1956, many old trains remained. In an attempt to allow public transport to play its proper part in the transport scene—every form of transport had its place in a modern community—tenders had recently been invited for a new batch of suburban trains.

## Relaying

The Bill provided \$4 million for relaying 184 miles of country track and five miles of metropolitan track.

The up-graded tracks would allow better railway service with smoother running trains and higher train speeds.

What happened when the Railways could provide efficient modern service was illustrated by what had occurred over the past six years on the Adelaide line. In 1962, approximately 1,000 tons gross were hauled by each of four trains each way weekly. There were now 34 trains a week, running between Melbourne and Adelaide, and train loads had reached 2,200 tons gross. As a matter of interest, Mr. Wilcox said, he had done some arithmetic. On an average loading for a semi-trailer it would have required 3,000 trips by semi-trailers to convey the load carried by those trains.

The Geelong line, which carried 23,000 tons gross daily, had been duplicated to Werribee. The next section to be duplicated would be the 10 miles from Werribee to Little River. This work would be completed by late 1969, and it was expected that the duplication of the Geelong line would be finished in 1970-71.

The Bill provided for an expenditure of \$3,150,000 on the Melbourne goods yard re-arrangement, a project that would speed up service to customers, and reduce the time that wagons and goods would spend in the yard.

## Suburban works

Track work would also be carried out in the metropolitan area.

Over recent years the most rapid increase in peak period travel had taken place on the Burnley group of lines—the number of Melbourne-bound passengers through Burnley during the morning peak period was now 18,200—an increase of 30 per cent. since 1959—and the peak period traffic had continued to grow.

To enable this increased traffic to be handled efficiently, additional trackwork had been laid between Richmond and Burnley; the Glen Waverley line duplicated throughout; and a third track, signalled for two-way running, had been provided between Hawthorn and East Camberwell.

However, there were still two bottlenecks—one between Jolimont Junction and Richmond, where two extra tracks had to be provided before any more peak period trains

would run to either Box Hill or Glen Waverley, and the second between Burnley and Hawthorn, where a third track was necessary to segregate express and stopping trains, and pave the way for the running of more trains to Box Hill.

Work had already begun on the Burnley-Hawthorn section, and it was proposed to make a start on the Jolimont Junction-Richmond job during the currency of the Act.

As well as eliminating the remaining bottlenecks between Melbourne and Hawthorn, the programme would include extension of the third track from East Camberwell to a point between Mont Albert and Box Hill.

## New lines

An amount of \$500,000 had been provided.

- for further progress with the preliminary planning and investigation for the Melbourne underground railway;
- to enable new lines to Barry Beach and Long Island (already authorized by Parliament) to be completed, and
- to cover expenditure that might be incurred on any other line that had been authorized, or that might be authorized, by Parliament during the currency of the Act.

Concerning the first of these items, while some additional test boring was being carried out to complete the sub-surface picture, the only real problem that remained was finance. Once that had been surmounted, work could begin quickly, Mr. Wilcox added.

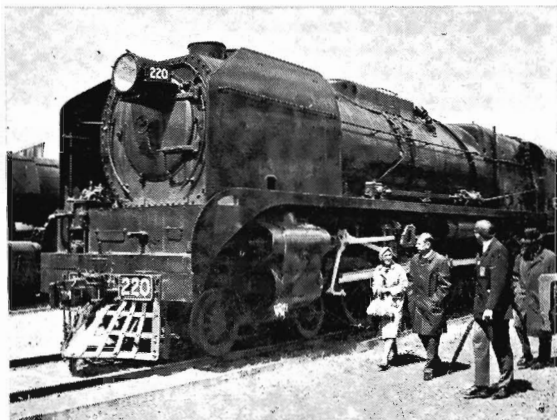
The Department will also complete and test in service six 75-ft. long modified *Harris* type suburban trailer carriages before the start of the next major suburban train construction programme.

Grade separation works for which the Railways are the construction authority will continue or start at Canterbury Road, Canterbury; Princes Highway, Traralgon; and Somerville Road, Yarraville; and where the Country Roads Board is the construction authority, at Princes Highway, Garvoc; Foster-Fish Creek Road, Hoddle; South Gippsland Highway, Loch; and Princes Highway, Winchelsea.

# U.S. RAILFANS' VISIT



The party arrives at Spencer Street in the special *Harris Train*.



*Heavy Harry* dwarfed the visitors.



(Left) The interior of State Car No. 5 aroused great interest. (Right) In the cab of *Heavy Harry*, Mr Fred. A. Stindt (right) gives his opinion of the big locomotive to *The Sun* columnist, Keith Dunstan. Mr Stindt is chairman of the Pacific Coast Chapter of the Railway and Locomotive Historical Society, Inc.



On November 14, a group of railway enthusiasts from the United States visited us, and managed to cram quite a lot of rail sightseeing in their short stay of less than 24 hours.

Comprising 61 members, including women, of the Pacific Coast Chapter of the Railway and Locomotive Historical Society, Inc., the party arrived in the morning at Essendon Airport where they were met by representatives of the local railway enthusiasts' societies and the Victorian Government Tourist Bureau. After lunch, road motor coaches took them to Essendon station where they joined a special 4-car, walk-through *Harris Train* for the journey to Spencer Street.

On arrival there, the party was officially welcomed by Mr. G. F. Brown, Chairman of Commissioners. There was a short stay at the station to enable the visitors to inspect some V. R. rolling stock specially placed at

the platform. Included was State Car No. 5, the appointments of which aroused great interest.

The *Harris Train* then took the party to North Williamstown for an inspection of the Australian Railway Historical Society's museum. As would be expected, this was one of the highlights of the tour. They were particularly impressed by the old *Norman Car* and the size of *Heavy Harry*.

After a lavish expenditure of photographic film, the group rejoined the *Harris Train* for the journey to Belgrave. En route, light refreshments were served, and booklets, recordings, calendars, etc., sold from a special stall in the train.

At Belgrave, the party boarded the *Puffing Billy* train for a trip to Emerald, and, on the way, an inspection of the museum of narrow gauge engines and rolling stock at Menzies Creek. Naturally, the entire party was fas-

cinated by this part of their tour.

For the evening, a trip to Woodend, with dinner served on the train, was arranged. The special train with the *Norman Car*, *Yarra* observation carriage, dining, and air-conditioned sitting carriages, hauled by two R class locomotives, left Spencer Street at 7.30 p.m. and returned at 10.21.

Then, from Spencer Street, the visitors went to their hotel by two special trams departing from Bourke Street. For even the most enthusiastic railfan, it was surely the end of a perfect day.

Next morning, the party left for Sydney by *Intercapital Daylight*.

The tour was organized by the Australian Railway Historical Society (Victorian Division), Association of Railway Enthusiasts, Puffing Billy Preservation Society, and the Victorian Government Tourist Bureau, in conjunction with the Commissioners.

# SOME LETTERS ON THE RAILWAYS

The following letter appeared in *The Age* of 16.10.68 :

Sir,

As an embittered suburban train traveller of many years, I wish to protest strongly against the slovenly non-standard of service contemptuously "flung" at the helpless commuter.

Arriving in this State 14 years ago, I grimly used the trains for 12 years when my gorge finally rose to sticking point and I reluctantly, and expensively contributed further to the traffic problem by using my own car.

After two years my blood pressure was almost back to normal and I tried the trains again.

Alas! The same Edwardian carriages, with the doors cunningly designed to stick open in winter, shut in summer.

The same carpet of rubbish on the dirty floors, the same badly written four-letter words to strain one's eyes, the same layers of mud on the edges of seats from passengers' feet.

The same 10-watt bulbs, some defective, by which to read one's evening paper. The same frantic queue at the ticket office vainly trying to catch the attention of the uncivil servant apparently warming himself at the fire in an inner room until the train is almost in the station.

If the trains were not usually a few minutes late one would often have to board without a ticket or miss out.

But why go on.

It is useless to expect such an execrable service to do anything but lose vast sums of money. Clean it up, lower fares, demand something more than minimal civility and service from personnel, make the trains more frequent and surely workers would flock back.—*Henry Cuthbertson (Mont Albert)*

The letter below was sent to *The Age*, but as it was not published, the writer forwarded a copy to the Commissioners. (*The Age* gives preference to letters under the writer's name.)

Sir,

Of course, Mr. Cuthbertson was not quite serious when he protested against the standard of rail service (*The Age* 16.10.1968).

Reading deeper into his letter, we find that he could "suffer" rail travel for 12 years, but then it was only two years before he realized that, after trying car travel, he was much better off financially and mentally travelling by train.

The same Edwardian carriages? He could not expect a total change in two years, but surely Mr. Cuthbertson notices the growing number and varying designs of blue *Harris Trains*, particularly on his (and my) line through Mont Albert.

And the cleanliness? We can't expect to have a whole train cleaned at the end of each journey, and that's how long it takes for the carriages to become littered—by the travellers themselves. I have seen some private cars as dirty inside as some railway carriages.

I will agree that some amenities are lacking, but I blame our own mis-

treatment and sometimes apathy when we see mistreatment going on. For example we don't have the use of sun blinds in trains now, because they are wrecked before they can be used.

When I experience examples of improved service and interest in passengers, such as line duplication—evident on the Ringwood line—and verbal notification of reasons for train delays, coupled with verbal advice to renew weekly tickets as early as FRIDAYS to avoid queues, I, for one, take heart in our Railways.—*Fellow Traveller (R. W. Martin, Ringwood)*

## APPRECIATION

### Bushfire help

I have been instructed by the committee and members of the Kal-Kallo Rural Fire Brigade to express our sincere appreciation to the Railways Department for all the help provided to our brigade last summer.

The criticism and accusations levelled at your Department did not deter you from giving assistance when it was asked . . . for this we are truly grateful. We hope and trust that the same situations do not arise this summer, but, if they do, may we feel free to once again call for aid?

—*H. J. Blayney, honorary secretary, Kal-Kallo Rural Fire Brigade, writing to the Secretary*

(Mr. Blayney was, of course, told not to hesitate to call on the Department again if help was needed. Ed.)

### Glen Waverley trains

In a letter to the Department, Mr. K. Hamilton, of Briston Rise, Glen Iris, commends the punctuality of the first train to Glen Waverley.

### Football team

. . . Thanks for the way in which the travel arrangements were made for our trip to Adelaide. Co-operation by the railway staff kept the travel strain to a minimum. The average age of the boys in the team was 10½ years; and for most it was their first trip away without their parents . . .

—*Randell J. Smith, Treasurer, Our Lady's School football team, Ringwood, writing to the Chief Commercial Manager*

### Hamilton

. . . Our sincere thanks to you for your generous assistance and co-operation in connexion with the Combined Sports Meeting . . .

*F. W. Martin, Principal, Hamilton Technical School, writing to Mr. J. M. Leversha, Stationmaster, Hamilton*

### Picnic train

The Board of Management of the Altona Presbyterian Church has instructed that I convey to you its appreciation of the services rendered by the Commissioners by making available a 4-car special train to convey a picnic party from Altona to Eltham . . . The quality of the train and the efficiency of the service added greatly to the days outing . . .

—*James W. Waters, Church Secretary, writing to the Chairman*

### Spencer Street

I would like to express my sincere appreciation for the help given by a member of the staff at Spencer Street (Mr. J. Horvath—Ed.) when my son found he had left part of his sailor's kit at home . . .

(*Mrs.*) *E. Howell, writing to the Secretary*

### School excursion

. . . Our grateful thanks for the way in which your officials looked after us on the occasion of our visit to the Royal Show . . . especially the staff at Spring Vale and Show Grounds stations. . . .

*Michael F. O'Donnell, Headmaster, State School No. 3507, Springvale, writing to the Commissioners*



## New C.M.O.

Dr. R. W. Ackland has been appointed Chief Medical Officer, following the retirement of Dr. C. V. Dyring. He heads a medical team



of up to four doctors, responsible for the physical and visual examination of every railway employee, and also controls the Ambulance Section. Dr. Ackland has had extensive general practice in Queensland and the Riverina, and at Geelong, was in charge of the Commonwealth Department of Health. Prior to taking a position with the Department, Dr. Ackland had for eight years, been a G.P. at Sale where he was honorary physician and general anaesthetist to the Gippsland Base Hospital, and Medical Officer to the R.A.A.F. base and H. M. Prison.

## Tax deduction for safety footwear

Safety boots and shoes can now save your money as well as your toes.

The Deputy Commissioner of Taxation has advised that "safety footwear worn by railway staff may be regarded as necessary and peculiar to the taxpayer's occupation, and, provided that it is used solely in that occupation, a deduction may be claimed for the expenditure incurred".

## Signal engineers meet

V. R. Engineers Messrs. G. F. Woolley, D. E. McCauley, R. G. Cumming, R. L. Rankin, and R. H. Dettering attended the recent technical and committee meeting of the Institution of Railway Signal Engineers (Aust.) which was recently held in Sydney.

Opportunity was taken to make an inspection of the Liverpool-Campbelltown re-signalling scheme, at which members were particularly interested in the use of the electronic jointless track circuit and electronic remote indications. A descriptive paper of the scheme was read.

In view of the application of electro-pneumatic point machines in the new Melbourne Yard re-arrangement, a visit was made to the Westinghouse factory at Concord, where electro-pneumatic apparatus was inspected.

## First-aid win

As this magazine went to press, the news arrived that Mr. C. W. Paterson (First-aid Attendant at Jolimont Workshops) had won the Australian individual championship at the Australian Railways' First Aid Competitions held in Hobart. In the teams event, the V.R. team—Ballarat Traffic No. 1—came second to Queensland. Members of the V.R. team were Messrs. D. J. Kinnane, R. C. Lunnon, A. Phillips, and N. L. Deveson.

## On balloon project

Apprentice Boilermaker Rodney J. Ramage, of Newport Workshops, was a member of the ground staff who took part in the recent attempt to cross Australia by balloon from W. A. His job consisted in maintenance of the balloon and fitting it with the

necessary equipment. Rodney, a second-year apprentice, has been interested in aeronautics for some time.

## Apprenticeships rushed

More than 1,000 applications have been received by the Department to fill the 234 apprenticeships in 20 trades available for 1969. This was one of the best responses from prospective apprentices for the past 20 years.

About half the applicants were from country areas. Although some apprentices will train in the country at Ballarat North and Bendigo North Workshops, most will work in Melbourne.

Successful lads will start their apprenticeships next month.

## Model builder



"Take one or more hobbies in reasonable doses", would seem to be Dr. Carl V. Dyring's prescription for a healthy life. Dr. Dyring, who has retired as the Department's Chief Medical Officer, has three means of recreation—philately, golf, and model building. He has a collection of more than 30,000 stamps, and, altogether, has built about 30 models of sailing ships, many of which have been eagerly received by his grandchildren. Dr. Dyring became a Medical Officer in the Department 10 years ago, and has been C.M.O. since 1963. He is shown with his model of *H. M. S. Victory*.

# 1969

Terminating dates of pay fortnights shown in **Blue**

Public Holidays shown thus — ○

(Good Friday 1970 — March 27)

# 1969

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

# RETIREMENTS

## TRAFFIC BRANCH

White, J. T. Melbourne Goods, 31/12  
 Quick, T. W., Wodonga, 2/1  
 Johnston, R. F., Springhurst, 15/1  
 Ryan, T. D., Spencer Street, 15/1  
 Doherty (Mrs.) D. M. I., Flinders St. 13/1  
 Ward, J. M., Head Office, 31/10  
 Skokandic, K., Melbourne Goods, 25/10  
 Smart, S. C., Koondrook, 24/10  
 Henderson, J. G., Ballarat, 9/10  
 McKenzie, A. S., Hamilton, 12/8  
 Healy, M. P., Newmarket Stock, 30/10

## ROLLING STOCK BRANCH

Smith, F. W., Benalla, 5/11  
 Smith, D. A., Bendigo Loco., 22/8  
 Hortle, R., Head Office, 16/1  
 Simpson, R. E. R. Depot, 24/1  
 Gosling, A. G., Newport, 27/1

## WAY AND WORKS BRANCH

Brunsdan, T. H., Pakenham, 1/11  
 Chernih, G. T., Geelong, 23/9  
 Cirillo, G., Geelong, 20/9  
 Cullen, C. J., Seymour, 26/10  
 Feehan, C. D. G., Head Office, 26/1  
 Gallenti, G., Special Works, 24/10  
 Heselwood, T. W., Geelong, 24/9  
 Mackrell, A. E., Ironworks Div., 7/10  
 Manfield, H. G., c/o Bonding Supr. 23/10  
 McNamara, L. T., Spotswood, 23/1  
 Nelke, T. A., Footscray, 23/1  
 Nestor, J. T. C., Irymple, 19/1  
 O'Connor, W. F., c/o F'man Painter, 7/10  
 Pyke, A. L., Toolamba, 6/1  
 Ritchie, R. N., Quambatook, 10/1  
 Savakis, J., Geelong, 8/1  
 Stella, B., Newport, 24/1

## STORES BRANCH

Sacco, G., Perm. Way Depot, 15/10

## ACCOUNTANCY BRANCH

Warren, Head Office, 25/10  
 Hick, L. W., Head Office, 19/12

## SECRETARY'S BRANCH

Bishop, W. A., Head Office, 19/1  
 Curtis, E. E., Head Office, 10/12  
 Fox, C. L., Head Office, 6/11  
 Kiely, M. D., Head Office, 4/2  
 Kinsella, F., (Miss), Head Office, 31/1  
 Smith, R. J., Medical Section, 19/1

### NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

#### TRAFFIC BRANCH

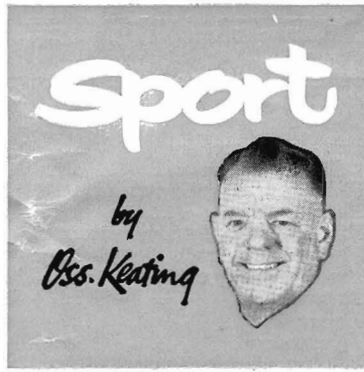
Watters, J. R., Melb. Goods, 10/10  
 Hobba, H. R. T., Melb. Yard, 27/10  
 Ryan, V. M., Spencer Street, 1/11  
 Roberts, J. G., Spotswood Goods,  
 10/11  
 Collins, F. L., Geelong, 12/11

#### ROLLING STOCK BRANCH

Alexander, B. C., Ararat, 12/10  
 Buckles, W., Newport, 27/10  
 Keen, W. A., Newport, 8/11  
 Rout, F. J. B., Head Office, 7/11  
 Thomas, A. V., Bendigo Loco., 17/11

#### WAY AND WORKS BRANCH

Ciuchak, K., Ouyen, 11/11  
 George, N. M., Laurens St., 28/9  
 Hird, S., c/o S. & T. Supvr., 27/10  
 Jackson, A. E., Spotswood, 16/10  
 McNamara, J., Special Works, 17/10  
 Pedersen, G. S., Warrnambool,  
 26/10



## Golf

Golden Vale Golf course, Benalla, was again the venue of the North-eastern V.R.I. Golf Tournament. Although the number of competitors was not as large as in previous years, the quality of the players left nothing to be desired, and I am sure that Peter Hale and his merry band of organizers would be quite satisfied with the entry.

The main event, the North-eastern Championship, was won by Alby Jack, of Bendigo. Alby, who returned a 76 off the stick, is one of the best and most consistent golfers in the Department, and it is to be hoped that he retains his form in the forthcoming intersystem carnival.

Another first-class railway golfer and a player who could be one of our strongest next April—Jack Manning—won the A grade handicap trophy with a net score of 71. Actually Jack returned a gross score of 77, only one stroke behind Alby Jack. J. (Bluey) DeWitz from Melbourne, won the B grade handicap with a net 70. Our old friend Ike Dawkins of Benalla—I had a feeling he'd get a mention somewhere—was the winner of the J. H. Jupp Memorial Trophy. Mrs P. Parkinson collected the V.R.I. associates trophy. Norm Roberts represented Council at this fixture, and assisted in the presentation of the trophies at the conclusion of play. The organization of the tournament was, as is usual at Benalla, excellent.

## Retirement of Frank McCloskey

I think it is fitting that this little tribute should appear on the sports page rather than *Among Ourselves*, because Frank has always been actively associated with railway sporting bodies.

Frank joined the Department in 1934 and, after a couple of years as a clerical assistant, transferred to the running staff. He obtained his driver's certificate in 1945, and then joined the Electric Running Depot as an E.T. driver. In 1941, he enlisted in the R.A.A.F. and served in air crews in the U.K., India, and the

Burma theatres of war. On discharge, he held the rank of flying officer (air gunner and observer), and had flown 121 combat sorties.

During his younger days *Macca* played railway cricket with Loco. and Flinders Street, football with Loco., and with Ormond in the A grade amateur competition. Finally, in 1954 he took up umpiring, and officiated in the V.R.I.F.L. and V.F.L. reserves.

Although always a member, it was not until 1956 that he decided to seek election to the Council of the Institute, and was successful at his first attempt. It was also about this time that Frank began to take an interest in the administrative side of railway sport. It was in this sphere that he really made his mark. He represented council at table tennis carnivals in Brisbane, Adelaide and Melbourne; he was for many years a committeeman of the V.R.I.T.T.A., and he attended many interstate billiards matches as the Institute representative. But cricket was his first love, and in 1960 he became vice-president of the V.R.I.C.A. Four years later Frank was elected president of that organization, a position he held until his premature retirement. Probably the highlight of his latter years was in 1965, when, as chairman of the intersystem cricket carnival (that year held in Melbourne) he played host to the many interstate visitors. His ability to mix with people from all walks of railway life, and his rare gift for making friends were never so evident as during this period.

In Institute affairs, Frank was a tower of strength. He has travelled from one end of the State to the other, representing Council at various functions, and has served his term as treasurer of the Institute and as chairman of the sports sub-committee. At the last annual meeting of the Institute, Frank was elected a life member. It is indicative of the high esteem in which he was held that three past presidents—Messrs. L. A. Reynolds (Commissioner), F. Orchard (former Comptroller of Stores), and A. C. Stockley (former Chief Electrical Engineer)—attended his farewell. *Macca* has been forced by ill-health into an early retirement from the Department and the Institute, but I am sure that all his friends throughout the service will join with me in wishing him many long years of pleasant relaxation.

## Hole in one

In an obvious attempt to impress the selectors of the team to represent Victoria in the intersystem carnival next April, Jack Kennedy, the V.R.I. Golf Club captain, holed in one at the 10th hole of the Springvale Golf Course, his home club. Congratulations Jack!

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