

VICTORIAN RAILWAYS

NEWS LETTER

JANUARY

VR

1971

10 CENTS



MESSAGE FROM MINISTER

I wish all readers and railway staff a happy New Year.

For some time I have known that fixed track transport is on the move around the world. I believe that we are now seeing some real progress in Australia.

In Victoria the new Melbourne Yard is now in full operation; construction of the Underground Rail Loop will commence this year.

These are only a start and much can be achieved if those in all segments of the transport industry are prepared to keep the good traditions—there are many of these in the Victorian Railways—and throw out the traditions we can do without and which only hold us back.

VERNON WILCOX

MOBILE LIGHTING UNIT



This unit is based at the Batman Avenue depot of the Lighting and Power division of the Electrical Engineering Branch. It has its own generator and is towed to the scene of operations by motor truck. The four 1,000 watt fluorescent lamps can be raised to a height of 25 ft. Track relaying operations inside the Elphinstone tunnel on the Bendigo line were recently illuminated at night by this unit. It was also used to help with the rescue operations after dark at the scene of the West Gate Bridge disaster.

OUR FALSE IDOL THE CAR

In a provocative plea against the "worship" of the motor car, a leading Australian architect castigated city planners for failing to meet basic human needs.

Mr. Ron Gilling, president of the Royal Australian Institute of Architects, said he was appalled at the apparent lack of sensitivity by modern planners. "We seem to have lost our sense of values", he told the annual conference of the Australian Institute of Urban Studies.

"Largely, our reason for being, is the betterment of man's environment. Yet we seem hell bent on destroying it. We worship the false idol of the motor car. We compromise our city planning to keep the transport moving. Cities are for people, not motor cars. Surface transport has no place in the central business district."

Mr. Gilling said the concept of traffic-free cities was not very favourably regarded in some quarters. "Look at the outcry over closing Martin Place (Sydney) and giving it back to the people," he said.

It was absolute nonsense that transport authorities should have most of the say in planning cities, people not transport, should be given space in cities. They should not be "herded" on to sidewalks.

Mr. Gilling cited the old area of Stockholm, which had been almost entirely closed off to transport and given back to the people, but in Australia people and their needs had been forgotten.

"Disastrous decisions are being made in a bid to solve the problems which cars cause," he said. "Planners are not planning ahead. Are we really so naive to believe that by the year 2000, cars will have the same form as they have today?"

Mr. Gilling added that "The mind boggled at the prospect of private transport having free movement in future city development. All traffic people think of are highways and super highways," he said. "Public transport must be developed as the only way to bring people into our cities."

"And for God's sake let it be underground transport."

But the solution to urban transport problems lay with the Government, which was the only organization with the facilities to control, co-ordinate and finance new programmes.

"We need decision makers—but please don't forget the people," he said.

"The Financial Review"

CUT CANINE CAPERS

A Bill recently before Parliament alters the "Dog Act" and provides heavy penalties for various offences.

Two of the new clauses in the "Bill" are of interest to railwaymen.

- \$50 fine for the owner of a dog found on school premises, shops, railway station, or in any shopping area.

- \$50 fine for the owner of any dog, not muzzled, when in a railway trucking yard where sheep are present.

The definition of a "dog owner" is any person who keeps or harbours a dog, or who has the dog in his care for the time being, whether the dog is at large or in confinement.

Metropolitan electric passenger train crews are all too familiar with the dog running loose on a station platform crowded with rail patrons when a train enters that platform. The very excited and often large dog is a menace to the safety of intending passengers; particularly children.

FRONT COVER

Mr. Laurie Jordan, a Railways typewriter mechanic at Spencer Street, with his model of a Brisbane suburban tank loco, at the Rowan's Road, Moorabbin headquarters of the Steam Locomotives Society of Victoria.

Also in the picture (on the left) is Mr. Fred Saunders, an electric-train driver from Jolimont depot, with his model of a Heilen-Lassie British type loco.

The S.L.S.O.V. was formed in 1941 by a group of enthusiasts interested in building miniature steam locomotives and was known as the Surrey Hills Steam Locomotive Society. Running tracks were laid in certain members' back yards, one of the earliest of these was in Surrey Hills. Then it was decided to move to Moorabbin and the Society's name was changed. Membership is around 120, including metropolitan, country and junior categories.

Facilities consist of a temporary club house, two elevated tracks, automatic signaling, and provisions for raising steam.

During the Easter period, this year, the club will be host to the interstate clubs attending the Annual Convention of Model and Experimental Engineers.

FIRE PREVENTION AWARD

Efforts by the Victorian Railways to minimise fire risk to public and private property during the summer "fire danger period" were recognized by a Melbourne radio station at a Head Office ceremony on December 9.

V.R. Chairman, Mr. G. F. Brown, was presented with a framed award by the general manager of 3KZ, Mr. L. Hyle. The award, the first of a series to be presented to selected people on the recommendation of the Country Fire Authority reads: "Presented to the Victorian Railways for outstanding fire prevention work in the State of Victoria."

When he accepted the award, Mr. Brown referred to the 9,000 miles of firebreaks organized by the Railways each year. He contrasted this figure with the 650 miles of fire breaks made by farmers with properties adjoining railway tracks, despite a campaign by the V.R. to educate land owners to provide fire breaks.

Mr. Brown called for stronger fire precaution legislation in Victoria where a fire officer is only permitted to order the provision of a fire break. By contrast, in South Australia and Queensland, legislation provides that lack of fire breaks disqualifies the land owner from successful action against the Railways, and in New South Wales, an Act of Parliament limits the liability of the Railways to \$4,000 per land owner. Farmers' insurance premiums are reduced by 25 per cent in approved areas of Western Australia if fire breaks are made.

After stating that the direct cost to the Railways of burning off, making fire breaks, and hiring plant, last year was \$500,000, the Chairman then mentioned Victoria's three fire fighting trains, on standby in Melbourne from December to March ready to answer emergency calls anywhere in the State. These trains have a total water capacity of 150,000 gal. One train has a special fire attack wagon which was designed and built by the Railways; it was the first of its type in the world and has attracted interest from France, Roumania and the U.S.A.

The 3KZ representatives were told that there are 28 railway reservoirs throughout Victoria with a total capacity of 300 million gal. available to the Country Fire Authority for fire fighting purposes each

THE PREMIER'S OPINION

I would like to draw the attention of all railway staff to the remarks made by the Premier, Sir Henry Bolte, when commissioning the Melbourne Yard, last month.

"A lot of apparently unkind things have been said about the Railways—perhaps I've been one of the greatest offenders—but this has been purely on the basis of our disabilities by having such a small and compact State, Sir Henry said.

"In many respects this is a tremendous advantage to a State, but for Railways it's a tremendous disadvantage because of the short hauls and the operation of Section 92.

"But there is no question of your efficiency.

"Indeed," Sir Henry added, "I believe that too little has been said commending you on the way in which you have efficiently handled the Railways over the last decade or so."

G. F. BROWN



Mr. Hyle (right) presents the award to Mr. Brown.

summer. In addition, tenders and water tankers are placed in strategic positions throughout the State for the use of the C.F.A.

Mr. Brown stressed that train crews have been instructed to give whistle signals on observing unattended fires in the vicinity of railway lines, and, if practicable, to stop the train and put out the fire.

"The railways have equipped all diesel locomotives with the most efficient known spark arrestors," said Mr. Brown.

GREEN CAR TRAVEL

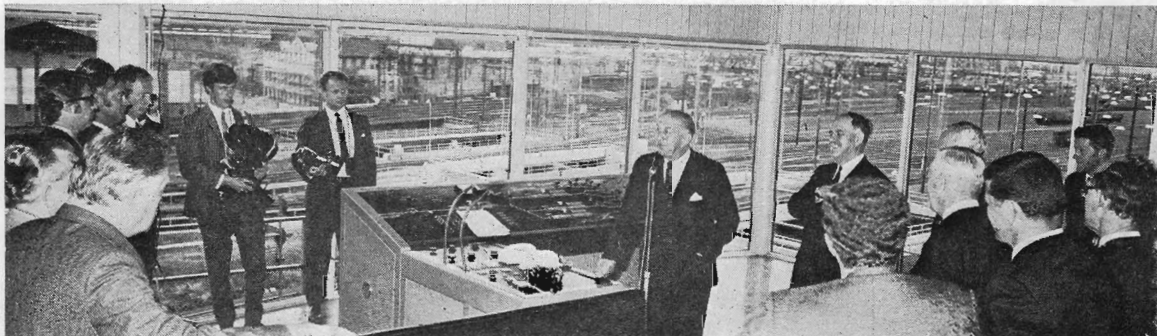
First class coaches on the Japanese National Railways New Tokaido Line which runs between Tokyo and Shin-Osaka, are now called Green cars. The name, second class, has been abandoned and such coaches are now simply referred to as ordinary coaches. Consequently there is only one class on the New Tokaido Line, with an added surcharge for those using the Green Car, which is distinguished by a four leaf clover mark near the door.

"We are here today to participate in what to us is one of the most important events in the history of the railway system—the official commissioning of the new Melbourne Yard" . . . Mr. G. F. Brown, Chairman of Victorian Railways Commissioners.

"The expenditure of \$14 million over the past few years has given your system something that you can be proud of, because of the effect it's going to have, and is having, on the whole of your freight system" . . . the Hon. Sir Henry Bolte, Premier of Victoria.

"It's a fact of life that railways are here to stay, and that they must have modern equipment if they are going to stay in the most effective way" . . . the Hon. Vernon F. Wilcox, M.P., Minister of Transport.

MELBOURNE YARD COMMISSIONED



With a backdrop of the sophisticated hump control panel and the new yard, the Premier of Victoria, Sir Henry Bolte (at microphone) prepares to operate the switch to start the humping.



In the West Tower, the modern signalling panel held the attention of guests, who were given a tour of the new facilities before the formalities started.

Before nearly 200 official guests, media representatives, and Railway officials, the new Melbourne Yard was officially commissioned on December 9.

Efficient

"We all know that in this modern era of fierce competition from the road hauliers you have got to be just as efficient, and I suggest you have done precisely that" said Sir Henry Bolte before he turned the hump signal control switch to start the automatic humping operation.

Although the money had been spent in the city, it had more effect in the country and interstate than perhaps any that could have been spent in country districts, he added.

10 per cent return

Mr. Wilcox pointed out that the completed works were returning 10 per cent on the capital invested.

The gains from the Melbourne Yard would enable the Railways to keep down transport costs.

"All around the world there's a fixed-track revolution and, for our own good in this community, we must have some part of it," he added.

Modern facilities such as commissioned today would enable the railways to do this.

Mr. Wilcox described building the yard as "a most complex engineering job" as it was done in an existing yard with all services running.

"This was achieved because it is part of railways expertise to undertake substantial work and still keep trains running."

Chairman of the Victorian Railways Commissioners (Mr. G. F. Brown) said that a cost-benefit analysis had shown that for minimum price and maximum convenience the best move was to build the new yard on the site of the old yard instead of building on a new site, further out of the city.

"This yard gives a quick delivery to the customer and has reduced handling time considerably," he said.

Old yard recalled

Mr. Brown recalled that in the old yard all shunting moves had to stop when a train arrived or left, or a locomotive travelled between the old North Melbourne loco depot and the passenger yard.

The Yard had been built in 1900, for trains of about 200 tons, but by 1953, trains were up to 2,000 tons.

It then required every effort from staff, from top to bottom, to reduce delays.

With the yard and most of its buildings 70 years old or more, extensive rebuilding was necessary—needing more than half the final cost of the rebuilt yard.

Tributes

All three speakers praised the efficiency and co-operation of the private contractors and railwaymen who worked on the new yard and kept the trains running.

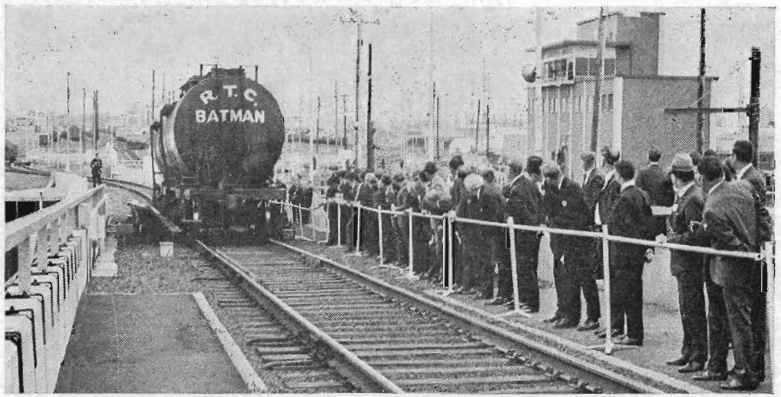
Mr. Brown paid personal tributes to Mr. Commissioner Reynolds for his planning and supervision of the new yard; to Mr. A. C. Brown for his initial studies into the practicability of a hump yard for Melbourne; and to Mr. J. Crute, for his task of deciding a lot of the final details and ensuring "work as normal" during the construction period.

Around the clock

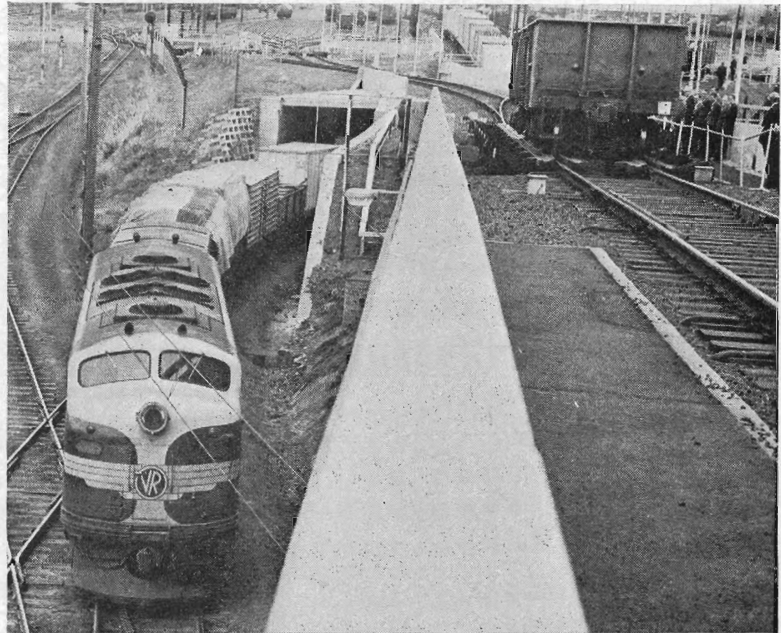
The hump is now being worked around the clock and can handle up to 5,000 wagons a day; the old Melbourne Yard could handle only 2,500 wagons daily.

* * * *

The operation of the hump yard was fully explained in August 1970 *News Letter*.



Guests on the hump keenly watch the retarders operating as a pair of oil tankers move to their correct siding.



In the old yard, a departing train brought shunting to a standstill. Here a departing goods train passes under the hump while the sorting of wagons continues above.



The ceremony is complete (right). Under the appreciative eyes of (left to right), Sir Henry Bolte, Mr. Commissioner Reynolds and the Chairman of Victorian Railways Commissioners (Mr. G. F. Brown), the Minister of Transport (Mr. Vernon Wilcox), unveils the plaque officially commemorating the commissioning.

AUTHORITY FOR BUILDING THE UNDERGROUND LOOP

During the second reading, in October, of the Melbourne Underground Rail Loop Bill 1970, which will set up an Authority to supervise and co-ordinate the planning, financing and building of the Underground, the Minister of Transport, the Hon. Vernon F. Wilcox, M.P., told Parliament: "I have seen much dedication on the part of those who work in the Victorian Railways and I see this project as something which can give a tremendous lift to them and their work".

The Authority, which will be subject to the general direction and control of the Minister, will consist of not more than nine members appointed by the Governor in Council.

"In making the appointments we shall most certainly take into account the position of the Victorian Railways, the Melbourne and Metropolitan Board of Works, and the City of Melbourne, which bodies are particularly mentioned in the Bill," Mr. Wilcox said.

"I do not expect the Authority will have a large staff of its own. Consultants will be engaged and, for the actual construction work, contracts will be let. All the work, and particularly that of linking in with the present system, will have to be done in the closest association with the Victorian Railways. This close association will, no doubt, continue over the work of the whole project, not only with the Victorian Railways but with the Railway Construction Board which has performed so much of the preliminary work in relation to the loop and which will certainly be involved in working with the Authority."

Problems of the big city

"It is a fact—I think an unfortunate fact of history—that cities get bigger. As most of us know, this brings its own great problems with it. I am sure that many of our sociological problems would be much less if the populations were better spread throughout rural areas, and this certainly applies to transport problems. However, given our present responsibilities and the predictions of the future as to urban populations, we cannot stand by and 'simply wring our hands'. We must plan and I am glad to have been Chairman of the Metropolitan Transportation Committee when that Committee produced its report last year and set out a Transportation Plan for Melbourne.

"I hope the community will take up the lead given by the Committee. If it does not, people will not be able to go about their work and their leisure with

any real amenity—if this situation occurs, life loses much of its point.

"The Metropolitan Transportation Committee saw the significance of the Underground Rail Loop by including it as an important part of its overall transport plan and the Government is now following this lead by introducing this legislation to enable the project to go ahead."

V.R. system envied

"Melbourne's metropolitan area rail network—of 223 route miles—is the envy of many cities around the world. The rail reservations all have land for extra tracks without the great problem of acquiring land. It is to make use of our rail system's existing assets and advantages that it is both logical and necessary to build the Melbourne Underground Rail Loop.

"The most frequent misconception I have encountered in relation to the project is that it is a separate underground system. It is important that all should know that the project will simply enable us to make best use of our existing suburban network.

"We have the opportunity to learn from experience in the United States of America that urban transport problems cannot be solved by emphasis on one form of transport alone. In that country emphasis on roads alone has not solved the problem; now city after city is looking for fixed track rapid transit to help solve its problem of moving people.

"Around the world 40 cities have some form of underground fixed track transport systems".

Mr. Wilcox also pointed out that nine other cities were building undergrounds, and extensions to existing undergrounds were being made in a further 29 cities.

As well, he was amazed to note the automatic way in which overseas transport authorities turned to fixed track rapid transit schemes and went underground wherever necessary.

He was forced to the conclusion that any who were opposed to that world wide movement must have

failed to give sufficient study to the matter.

"I recently read with considerable interest that the Royal Automobile Club of Victoria believes that motorists will be adversely affected unless public transport is greatly improved."

Mr. Wilcox drew attention to the fact that since 1950 the capacity of the suburban network had been increased to cater for a 24 per cent increase in the number of passengers carried to the central business district at peak periods.

"These improvements, and the increased number of passengers, have taxed the central terminal to its utmost, and further growth will exceed the capacity of the central terminal to safely handle the volume of passengers seeking to use trains to move to or from the central business district.

"Melbourne now has a population of 2.4 million and by 1985—only 15 years ahead—predictions give a population of 3.7 million.

Central Business District

Referring to statements that rail capacity for the central business district should not be increased because employment in the area would not increase, Mr. Wilcox pointed out that these statements should be evaluated against the actual growth that had occurred in peak rail traffic, and the predictions of further increases that had been made by the Metropolitan Transportation Committee.

"I have discussed this matter with people experienced in real estate development and there are widely held views that much more office space must be provided in Melbourne in a relatively short time. There has been a building boom in Sydney and now the activity is moving to Melbourne," he said.

Concerning the effect of the Underground on land values, he added that experience around the world had shown that wherever projects of this nature had been built, land values in the whole area had risen substantially.

Alternatives considered

"Alternative projects have been considered," Mr. Wilcox continued. "One such project, which would involve the expenditure of well over \$20 million, could overcome the train congestion problem at Flinders Street by taking trains through to some stabling area on the west side of Melbourne.

"However, this would still leave the people congestion problem and this can only be overcome by distributing people at the points around the central business districts as provided by the loop.

"The loop will convert the Melbourne rail terminal to a five-station complex. In doing this, the loop will distribute passengers more quickly and closer to their destination and break the bottleneck at Flinders Street for trains. The breaking of this bottleneck will enable us to

double the present capacity of the network and move people at substantially higher speeds."

Referring to the apparent intention of the Commonwealth Government not to contribute to the project, Mr. Wilcox posed the question of why railways were treated differently from roads where considerable Commonwealth assistance was available to the States, and mentioned the heavy Commonwealth subsidies for the airline and shipping industries.

He contrasted this with statements by the Prime Minister before the November 1969 elections. The Prime Minister said: "There is still a great deal more to be done (to ease urban congestion), especially in improving public transport systems" . . . and, "it is vital that public transport services do not decline".

Australia-wide problem

Mr. Wilcox also said that urban transport problems facing Melbourne and Sydney were greater than those of other Australian cities, because of their size.

He added: "The problems of the other cities are just around the corner but those of Melbourne and Sydney are immediate.

He could only say that if the Commonwealth participated, it would speed up the work—both in Melbourne and Sydney—and ease the burden on citizens who already bear more than their fair share of public works around Australia.

"If a capital city has an efficient transport system, this not only benefits the area within the metropolis and its people but the people of the whole area concerned—in our case both Victoria and Australia. On that score, I say very clearly, this is work of national importance."

FIRST STEAM ENGINE

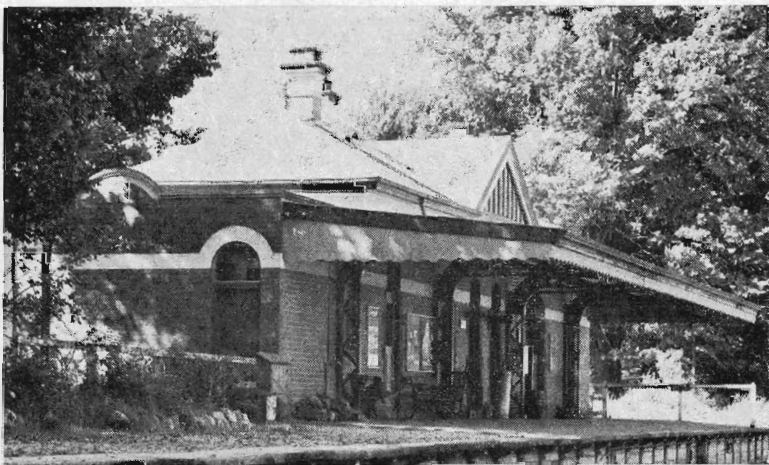
When the Hobson's Bay Railway Company's line from Melbourne to Sandridge (Port Melbourne) was ready for traffic, the engines ordered from England were not expected to arrive for several months, and a locally built engine was ordered to avoid a protracted postponement of service.

This engine, a side valve job rated at 30 h.p., was built in 10 weeks and cost \$5,000. It was tested on September 9, 1854, prior to the opening of the line. The official opening of the track from Flinders Street to Sandridge took place on September 12, 1854, with a four carriage train taking under 10 minutes for the journey. (The running time today by electric train is seven minutes with three stops.)

Sharp curve, broken axles

According to a bulletin issued by the Australian Railway Historical Society, September 1954, the locomotive broke its crank axle six days after the start of the service. This mishap was said to be due to the train having to start from a sharp curve at Flinders Street. The curve was eased and the cant of the rails reduced, but to no avail, the axle broke again. Finally the axle "smashed into 1,000 atoms" and service ceased, until the first of the engines made in England by the Robert Stephenson works arrived, and the service was re-opened on Christmas Day, 1854. By April 1855, four of these imported engines were running. They were used in rotation.

BRIGHT STATION MUSEUM



Bright railway station, a fine brick building, has been converted into a museum to house local items of historical interest.

The Railways agreed to allow the local council to control the station building, and council in turn, arranged for the town's Historical Society, with Councillor Pat Dickens as president, to meet there.

In the meantime, the platform perimeter has been fenced off to provide space for early railway relics being collected by a member of the Society, local townsman Mr. Wal Larsen.

Two goods trains serve the Bright district each week, and although there is no passenger train running, it is not beyond the bounds of possibility that once again mineral activity could re-activate the railway line, as was the case in years gone by when gold mines and dredges converted the scenic valley into a hive of activity. Bright is the gateway to the Alpine resorts and winter tourists, last year, were intrigued by the appearance of notices nailed to huge gum trees in the mountain passes, claiming mineral rights over forested valleys and rocky ridges in the district.



NO. 1

SPENCER STREET STATION

WAGON REPAIR C

EAST YARD

A

B

BALLOONS

**AERIAL VIEW OF
MELBOURNE YARD**

GROUP RETARDERS

PRIMARY RETARDER

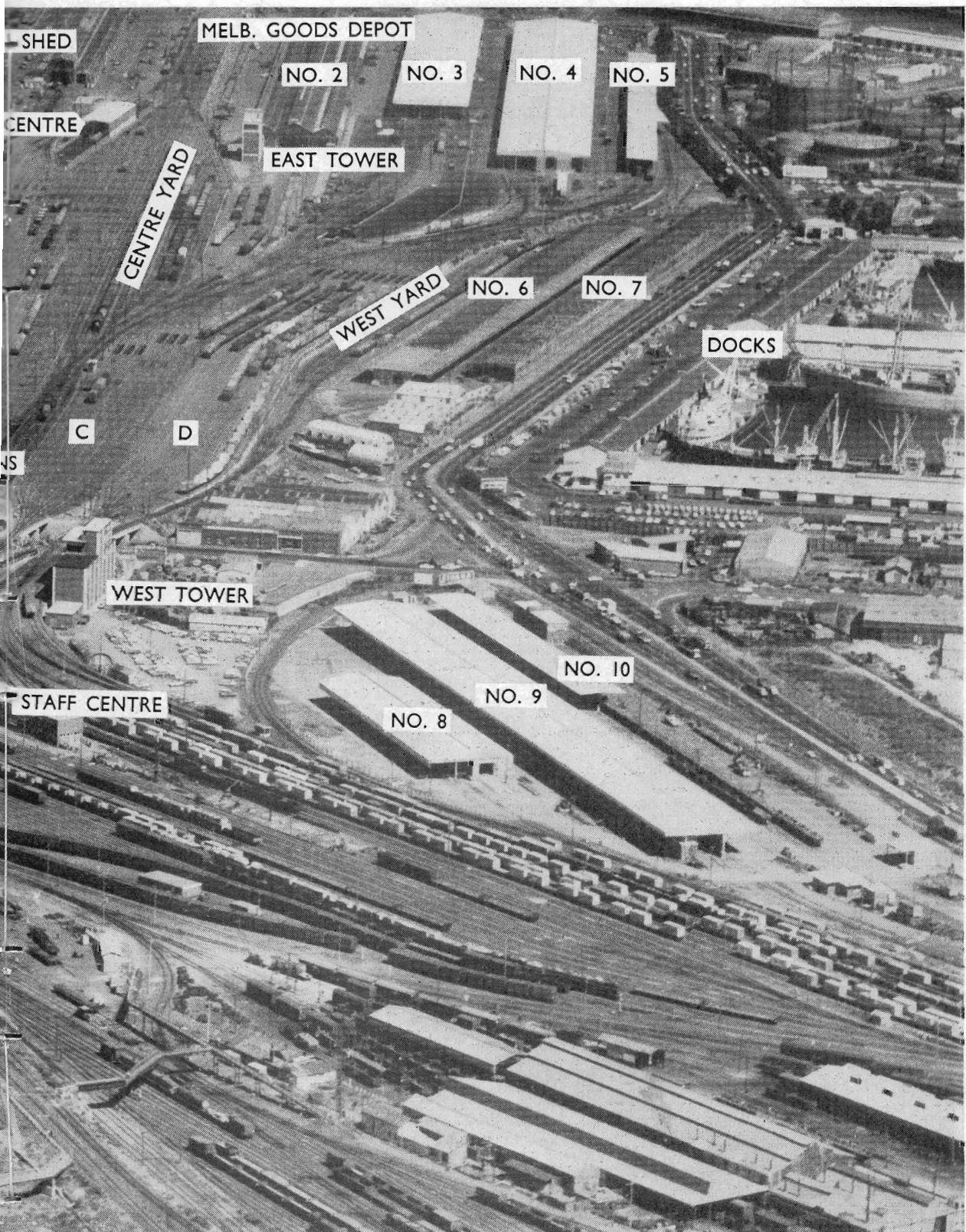
HUMP

STD. GAUGE FLYOVER

**NTH. MELB.
STATION**

CONSIST OFFICE

ARRIVAL YARD



SHED

MELB. GOODS DEPOT

NO. 2

NO. 3

NO. 4

NO. 5

CENTRE

CENTRE YARD

EAST TOWER

WEST YARD

NO. 6

NO. 7

DOCKS

C

D

WEST TOWER

NO. 10

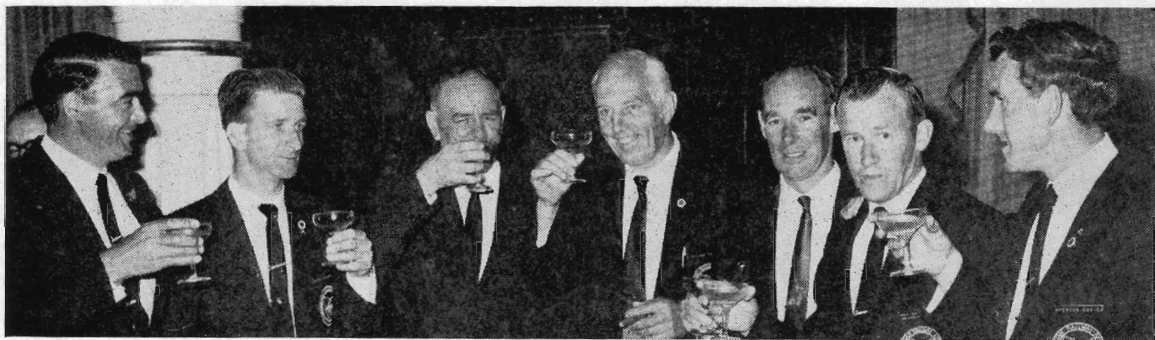
STAFF CENTRE

NO. 8

NO. 9

NS

INTERSTATE FIRST-AID



The Tasmanian team is joined by V.R. Chairman, Mr. G. F. Brown, in a victory celebration after the result was announced at the dinner following the competition. *Left to Right: Messrs. K. G. Philpot, B. J. Staggard, G. F. Brown, T. H. Barlow (individual winner), B. Curran (Manager), M. Nankervis, and S. D. Davies.*

RESULTS

TEAMS

1. Tasmania (397½)
2. Queensland (396)
3. South Australia (392½)
4. New South Wales (384)
5. Victoria (378½)
6. Commonwealth (371½)
7. Western Australia (370½)

INDIVIDUAL

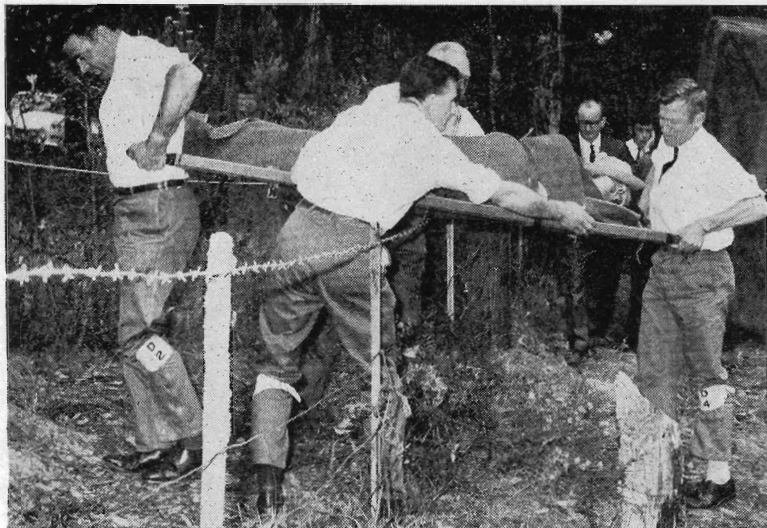
1. T. H. Barlow, Tasmania (121)
2. J. A. Ellison, Queensland (119)
3. T. Paterson, South Aust. (114)
4. B. F. McInerney, Western Australia (110)
5. C. R. Morrow, New South Wales (96)
6. F. I. Matthews, Commonwealth (93)
7. H. van Ginkel, Victoria (92)

The Australian Railways' First-aid championships were held at Mt. Evelyn on November 26. Good weather, fine organization and a tremendous double win by the Tasmanian team were the day's highlights.

Tasmania's win in the teams' event was only the second occasion that they were successful in the history of the championships. Tasmania's previous win was in 1958. Until this year Tasmania had never won the individual championship.

The spirit of the competition was voiced by the individual winner, Mr. T. H. Barlow from Launceston, when he said at the presentation dinner, "Whether you finish first or last in these championships you are in very good company".

Across the barbed wire



The winning Tasmanian team in a tense moment during the Transportation event.

The winning team

Quick reflexes, agile minds and youth blended by experience, sums up the main attributes of the five man Tasmanian team which beat Queensland by 1½ points for the championship. Disciplined training also played a part with two members of the team being members of the C.M.F.

Individual winner

Tom Barlow, aged 57, who was born in Liverpool, England, first became interested in first-aid at the age of 24. Migrating to Australia in 1951, he accepted a job with the Victorian Railways for about 12 months before crossing Bass Strait. He returned to Lancashire, intending to stay, but came back to the Apple Isle to resume as a fitter in the railway workshop at Launceston.

Mr. Barlow beat the Queensland representative, Mr. J. A. Ellison, for the individual championship by the

narrow margin of two points. In both the teams and the individual events there was not a great difference in the overall score of those taking part in the contests.

Among the spectators

Warrant Officer R. Gray and Sergeants W. Gilroy and J. Christie, for the School of Army Health at Healesville, were keen spectators at the championships.

Red Cross was represented by Mrs. H. F. Agnew, Assistant Superintendent, from Headquarters Transport Section, and Mrs. M. Cross, Superintendent of Box Hill Company.

Messrs. Reg Graham, Alan Telford and Les Shaw came down for the day from Bendigo Workshops to watch and learn from the efforts of contestants.

Mr. John Bryer, an electrical fitter from Spotswood Workshops where there are four first-aid teams, was seen putting the action on tape and taking numerous pictures.

Mr. D. J. Sullivan, manager of Ballarat North Workshops, where the Victorian team work, was noticed offering his men silent encouragement.

In the West

A conversation with Mr. B. A. Gouldthorp, manager of the Western Australian team, revealed the increasing importance being attached to first-aid. Mr. Gouldthorp said: "There are long stretches of railway track in my State inaccessible by road. Railway first-aid men and Civil Defence personnel often combine in disaster exercises in these places".

Mr. J. O'Rourke, Commonwealth

Railways Ambulance and Welfare Officer and in charge of the Commonwealth team, has an interesting hobby. He collects and polishes gemstones. Mr. O'Rourke had some scintillating specimens from his collection to show his first-aid friends.

Retired men remember

Messrs J. Smith and N. Henderson, both retired, are still very interested in first-aid. They were noticed at the championships deep in conversation with former Victorian Ambulance Officer, Mr. R. Grace, who is also on the retired list. The three men were discussing hilarious incidents at past contests when proceedings did not go according to the script.

Endurance

Mr. A. (Doc) Reynolds, an engine-men's instructor at South Dynon diesel depot, had to spend nearly four hours lying uncomfortably on a bed of gravel. He was acting the part of a bike rider who had been run over by a car on an unmade road. The role played by Mr. Reynolds was of great importance because he was the casualty in the individual championship.

Adjudicators

Doctor D. C. Foster of Western Australia judged the individual championship, Doctor R. C. Geeves of New South Wales the "supplied material" test, Mr. Douglas Donald of Victoria the "improvised material" test, and Doctor J. R. Thompson from Port Augusta the oral general test and the transport test.

The leading lady



Mrs. Betty Reidy, a first-aid-er and ticket collector at Flinders Street, has been interested in first-aid for eight years and has her gold medallion. Mrs. Reidy played the victim's wife in the "improvised material" event. She was required to express great anxiety, and for the purpose of the contest, moved around the scene on crutches.

A good job well done



Some of the Victorian first-aid men who staffed the competitions, relaxing at the wind-up dinner. They are: left to right: Messrs. A. J. Smith, K. J. Brophy, K. Stevenson, K. Crebbin, K. Young, V. Hayes, H. O'Brien, A. Moore, W. Grieve and A. Barker.

Two track gangs



Track gangs No. 5 (Dunkeld) and No. 6 (Moutajup pictured recently at work on the Ararat-Hamilton line near Dunkeld.

From left: Ganger S. Anderson (6), Repairers T. Dickie (5), S. Launder (6), P. Dickie (5), Ganger W. J. Riddle (5), Repairers J. Stokie (6), and L. Pye (6).

At Warrnambool

Senior Goods Clerk F. Selkirk came to Warrnambool from Ballarat 10 years ago. He controls a staff of 20 at Warrnambool Goods, who handle inward traffic consisting mainly of groceries and raw material for the local mill. Outward traffic includes about 70-80 cartons of blankets and rugs daily, and concrete piles, made locally by the Country Roads Board, which are railed regularly in lots of about 300 tons.



Mr. Selkirk
lots of about 300 tons.

S.M. bowls

Mr. Len Loader, Dunkeld's station-master, has always worked in the Ballarat district since joining the Railways as a goods trucker in 1954.

Last financial year Dunkeld handled 12,000 bales of wool. Bulk superphosphate is the main inward goods revenue earner.

Mr. Loader joined the local bowling club soon after his arrival at Dunkeld about 20 months ago. He had never pre-



Mr. Loader

viously played the game but at the end of the season was a member of the winning pairs combination.

A great innings

When Mr. Arthur McSpeerin, senior accountant in the Electrical Engineering branch, retired last month, he said with a tinge of regret: "I've had a great innings but I will miss my mates".

Arthur was an all round athlete excelling at cricket, baseball and table tennis. He captained three Railway Interstate teams and was a leading member of the successful Electrical Engineers' table tennis team.



Mr. McSpeerin

Late in 1922, when the Railways advertised for junior clerks, about 3,000 applied; but only 150 were selected. Arthur was among the successful applicants but did not know for three weeks; the telegram was delivered to the wrong house. This is the reason he started his railway life with the Traffic branch.

Memory lane for Arthur McSpeerin is the length of Flinders Street. From his office, almost over the famous clocks, he could look down at the passing parade.

Most of his working life was spent in the Flinders Street buildings, but he had two trips to Newport Power Station and readily recalled the Railways selling power to the public and keeping a standby supply for Parliament House in an emergency.

In the years ahead, Mr. and Mrs. McSpeerin intend to explore out-of-the-way beaches and towns in North Queensland and if they find a "Bali Hai" they may not come south again.

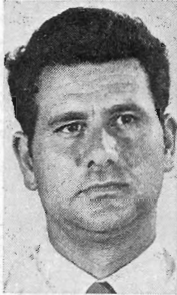
The game



Cricket during lunch break is a tradition at North Melbourne workshops. For many years a game has been played between two teams selected by three men nominated by Workshops' personnel. Summer and winter the game goes on and many fine cricketers have been developed on the Workshops' pitch. If any other section of the Railways is interested in playing a social game with North Melbourne, ring Mr. Fred Koch, auto. 1770.

Jim came back

Electric train driver Jim Karvelos, had been on the "sparks" for five years and in the railways for nearly 15 years, when he resigned from his job October 25, 1969, and boarded a boat bound for his native Greece in company with his wife, Susie, and his two children.



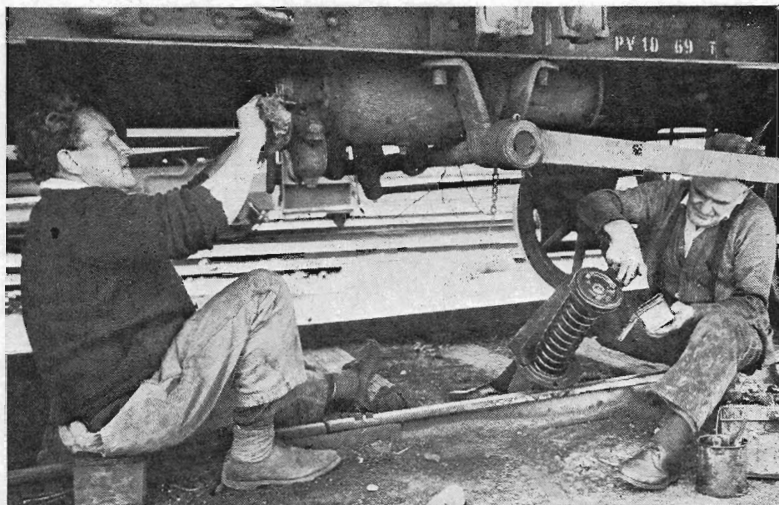
Jim Karvelos

Mrs Karvelos had been worried at the news that her mother was very ill and had decided to return to the small town on the island of Samos where the family lived.

Once back in Greece, the family soon found that their outlook had changed due to their life in Australia. "I was a stranger in my own village," said Jim. However, the doctor who had been looking after the sick old lady declared, "The family's return was the best medicine he could prescribe." Her health soon improved enough for Jim and Susie Karvelos to take stock of the situation.

The verdict was unanimous. They caught a plane back to Australia and on October 2, 1970, Jim Karvelos became a driver once more. He is working at South Dynon and is waiting for an opportunity to resume his job at Jolimont Electric-Running Depot.

A "low-down" life



Train Examiner Jack Fraser (left), and his assistant Danny Egan give the Westinghouse brake equipment of an I wagon a periodical overhaul at Warrnambool. Mr. Fraser transferred to Warrnambool from Dimboola early in 1970. Mr. Egan, who started with the Railways in 1936, has always worked at Warrnambool.

Four generations

When Mr. Peter Wright joined the statistics division of the Accounts branch, just before his 21st birthday, he intended to stay about six weeks, but now at the age of 24, he is satisfied to make the Railways his career.

This is not really surprising because Peter is a fourth generation railwayman. His father, Mr. Ray Wright, is a diesel driver at Dimboola; grandfather, Mr. William Wright, was

a yard foreman; and his great-grand-father, was a ganger at Bunyip.

Peter completed his education at Dimboola High School and intended to become a teacher, but he found his life's work in the Railways when he was selected for training as a computer operator after passing an aptitude test.



Peter Wright

O Positive

"There is nothing to it!" remarked Mr. Rupert Cummins, sub-foreman equipment examiner Jolimont Workshops, when he presented himself on November 12, at the Red Cross Blood Bank, for his 100th donation of an unusual "O Positive" type of blood.

Mr. Cummins has been giving his blood since 1947, and he is often called on when an emergency arises, and a patient requires a life saving infusion of "O Positive".

Red Cross public relations man, Mr. T. DeClifford, told *News Letter* that the Blood Bank was always short of requirements for operations and road accident victims.

A large number of railwaymen make donations of their blood to the Red Cross; this action ranks as the highest form of public service.



THE RECENT PAST

The old days in the Melbourne Freight Yard have gone forever; the grand re-design of the complex is working smoothly. Gone like the smoke pall which once hung over the scene on a still summer's night are the fussy little Y and E class shunting engines and the eyrie which clocked them into and out of traffic. North Melbourne locomotive sheds, the huge coal stage, the high water tower, Dudley Street and Spion Kop signal boxes, the train examiners' cabins, they have all vanished like the well fed poultry which once lived content under the perishable shed, and fed on spilt grain like the pigeons.

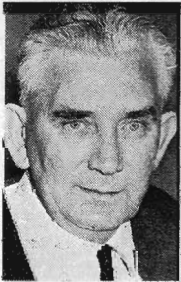
Old names

Old names like "Charley's Loop," which could now be No. 1 road D balloon, have disappeared. The "Rusty Loop" from the Coburg arrival road to Franklin Street signal box has gone, so has "Ashes Loop" where the water crane used to be. The "Long Road" in the East Yard is still there, but dimly lit "Spion Kop" is now the well lit arrival roads. The old "Level" where the paper trains were made up has gone and the "Receivers" are now the site of C balloon.

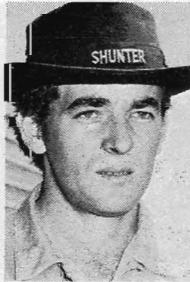


"You want to see the humpmaster, I presume?"

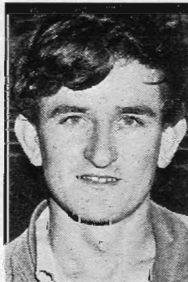
MEN YOU MEET IN MELBOURNE YARD



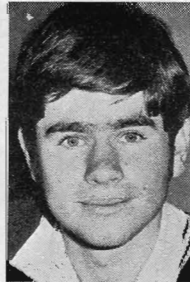
YARDMASTER S. BAKER



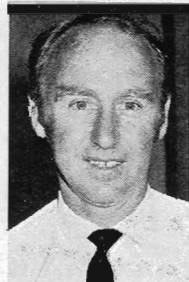
SHUNTER G. TOWLE



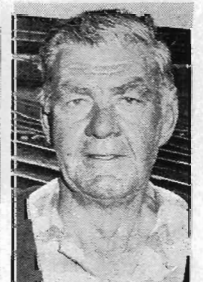
TRAIN EXAMINER W. JONES



BLOCK RECORDER T. PENN



FITTER-IN-CHARGE R. PERRY



SUB-FOREMAN R. PLATTEN



FOREMAN W. O'NEILL



DRIVER A. DALGLEISH



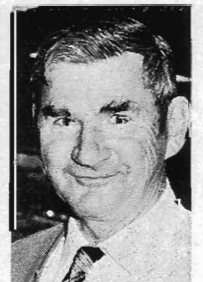
FITTER J. ROMET



LEADING SHUNTER S. HARRIS



FIREMAN D. FLATEY



SIGNALMAN C. PAYNE

RETIREMENTS

WAY AND WORKS BRANCH

Betson, J. J., Yea, 5/11
Bogie, R. R. J., Bendigo, 18/12
Dowley, J. J., Heyfield, 19/11
Grace, L. C., Darling, 18/2
Hodge, R. H., Flinders Street, 24/11
Mascara, D., Spotswood, 6/11
Mercuri, A., Spencer Street, 16/11
Miles, G. K., Geelong, 27/11
Pither, F. J., Yarram, 23/2
Rees, H. R. H., North Melbourne, 26/11
Sazlcz, V., Hamilton, 1/10
Thomas, F. J., Trafalgar, 15/2
Thompson, G. J., Ballarat, 24/10
Watts, S. J., Dunolly, 27/2
Welladsen, D. McG. Barnawartha, 5/11
West, T. H. B., Broadmeadows, 4/12

TRAFFIC BRANCH

Asmus, W. R., Melbourne Goods, 25/2
Aumann, G. A., Murtoa, 24/11
Gornie, G. D., Spencer Street, 20/2
Gunning, A. J., Benalla, 18/2
Gow, P. R., Sunshine, 25/2
Heath, W. L., Melbourne Goods, 12/2
Hirst, W. W. G., Sandringham, 11/2
McErlean, G. V., Melbourne Goods, 15/2
Moffatt, W. F., Melbourne Goods, 13/11
Moloney, D. J., Geelong, 17/2
Scholtz, C. L., Melbourne Goods, 12/2
Sharpe, L. C., Ballarat, 12/1
Walker, J. C. R., Head Office, 11/12

ROLLING STOCK BRANCH

Baker, A. J., Newport, 15/1
Bradley, N., T. L. Depot, 22/1
Briguglio, G., North Melbourne, 15/2
Campagna, P., Jolimont, 31/1
Christensen, M., Bendigo North, 28/1
De Felice, M., Newport, 11/1
Doak, O. H., Jolimont, 20/1
Evans, J. H., Newport, 3/1
Ferguson, R. S., Jolimont, 5/2
Finch, R. G., Ararat, 10/1
Fraser, J., Geelong, 18/1
Heron, H. C., South Dynon, 22/10
Howarth, W., Newport, 4/1
Iacono, G., Jolimont, 27/1
Kerwin, J. A., Ararat, 14/2
Leigh, C. W., North Melbourne, 4/2
Marschall, M., T. L. Depot, 20/11
Middleton, A. T., Geelong, 6/2
Otulak, E., Newport, 19/11
Petropoulos, G., Jolimont, 5/1
Russell, T. W., Newport, 8/2
Stanley, A. C., North Melbourne, 4/1
Tischtschenko, F., Bendigo North, 23/1
Watts, H. S., Bendigo, 15/1
Wittick, W. H. E., Jolimont, 20/2

STORES BRANCH

Coleman, C. R., Newport, 27/11
Cook, E. R., Ambulance Depot, 26/11

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Callaghan, J. J., South Dynon,
30/11
Cunliffe, W., South Dynon, 20/11
Duncan, W. D., Newport, 20/11
Hanson, W. H., Bendigo North,
9/12
Hutchison, K. H., South Dynon,
4/12
Smith, T. A., Bendigo Loco, 1/12

TRAFFIC BRANCH

Andrews, R. J., Merrigum, 30/10

WAY AND WORKS BRANCH

Gawel, A., North Melbourne, 20/11
Kristofor, K., Chiltern, 7/11
McCoy, N. K., Shepparton, 16/11
Wilson, K. H., Ararat, 21/11

Institute News

LIBRARY CARTON SERVICE

For many years now, the Institute has provided a library service which is geared to cater for all members, wherever they are located. There is the metropolitan library in Flinders Street Station Building, and an annex at Head Office, Spencer Street, to cater for metropolitan members; members located at Newport Workshops have their own sub-library. Most country centre Institutes have been provided with libraries to cater for their members, and those members at country locations not provided with centre facilities have the resources of the metropolitan library available to them, by means of a carton service whereby books are sent to them at any station nominated.

Members at metropolitan locations, who find it personally inconvenient to visit the library to choose their books are permitted to use the carton service at no extra cost. However, it has been the policy in the past to exclude from use of the carton service, members registered at country centres where libraries are provided. There were two reasons for this policy: (a) these members pay country centre subscription fees, which are slightly less than the metropolitan rates, and (b) it was considered desirable that country centre members be encouraged to use the centre facilities to the full. Therefore, members registered at country centres were permitted to use the carton service only on agreeing to pay the metropolitan subscription fee.

As a result of a questionnaire sent to members at selected country centres, it has become evident that a large majority of these members prefer to visit their own centre library and select their own books. A number, however, find this inconvenient, or find the necessarily limited stock in the centre libraries unsuited to their needs.

As it is the Institute's boast that an adequate and satisfactory library service is available to all members, the council of the Institute has now directed that

country centre members may now use the carton service while still paying only country centre subscription rates.

It must be emphasized, however, that those members who choose to use the carton service will not be able to use the centre library, except on payment of four cents per book, as all books borrowed from the centre libraries by carton users must be classed as "extras."

Country centre members now wishing to use the carton service, and any other members who have not previously availed themselves of this facility, are invited to write or phone the Librarian (auto. 1574), and have the carton service extended to them. We are confident that they and their families will derive a great deal of enjoyment from the books which will be made available to them.

V.R.I. roof runner



Mr. Graydon Taylor, a member of the V.R.I., spends his mid-day meal break running around the roof of the Flinders Street railway building for exercise. Graydon is only one of many members who find the 400 yard roof circuit ideal for road work.

V.R.I. members make use of the roof at all times of the day and in the early hours of the night.

HISTORY HIGHLIGHTS

1910

Flinders Street station completed. "Tait" (sliding door) carriages introduced on the Metropolitan lines January 4.

Victorian Railways Institute opened, January 22.

1912

First petrol rail motor in service, May 13.

by OSS. KEATING

A.P.I. v V.R.I. CRICKET

This match was played at St. Kilda recently, under perfect conditions and in beautiful weather. Our bowlers had the Postmen struggling, and had we been able to get rid of young Mullins early, we could have dismissed them for a "Queensland" score. However, a particularly fine knock by Mullins, who scored 85 runs, enabled our opponents to go to lunch with the score at 9 for 200.

We started our innings immediately after the adjournment and it was not long before our openers, Les Hill and Barry Jennings, were in trouble. Two unfortunate run outs added to our misery and by 4 p.m. the Postal boys had us all back in the pavilion for a meagre total of 91. So once again we must pay tribute to the cricket superiority of our Postman friends. It was a very keen game and the Postal Institute thoroughly deserved their win.

At the official luncheon, we were heartily welcomed by Mr. Jim Carroll, President of the A.P.I. and Mr. Mal McKenzie, General President V.R.I., suitably responded on our behalf. Among our guests was Mr. Commissioner L. A. Reynolds, who witnessed some of the play during both sessions.



V.R.I. opening batsmen, Les Hill and Barry Jennings walk confidently to the wicket during the recent annual match against the A.P.I. team.

A.P.I. v V.R.I. TENNIS

The result of this contest, in direct contrast to the cricket match, was most gratifying.

The venue was the Albert Ground where the grass courts were in first-class condition and the weather delightful. At the conclusion of the six singles matches we were trailing 4 games to 2; our only winners being Bruce Pearce, who won in straight sets, and Russell Booley, who took three sets to defeat his opponent.

Then the three doubles matches started. Showing the dogged determination, the absolute dedication and that ruthless desire to overcome all obstacles—which is typical of the average railwayman's approach to any difficulty—we slowly but surely pegged our opponents back. Pearce and Bromley won in straight sets, then Schulz and Coleman won best of three (to make the score 4 each). Finally after a heart stopping struggle, Booley and Barker beat their opposition 2-6, 6-2, 8-6, to give us victory 4 games to 5. I felt sorry for poor "old" Maurie Barker in the last set; I reckon he had to scrape the bottom of the barrel to see it out, but he made it.

In handing over the trophy to our Captain, Bruce Pearce, Mr. Jim Carroll (President, A.P.I.) remarked how pleased he was to see tennis once more being played between the two Institutes after a break of approximately 17 years. He added further that, to the best of his knowledge, this was the first time ever that a V.R.I. team had defeated a Postal side in this particular sport. So this victory is a real feather in the cap for Bruce and his boys.

Among the interested spectators during the afternoon were Mr. Commissioner Reynolds, who, incidentally, always takes a keen interest in Institute activities, Mr. L. McCallum (Vice President, V.R.I.) and two very old friends and life members of the V.R.I. Tennis Association in the persons of Harold Jones and Arthur Wisken.

V.R.I. tennis team

Left to Right, R. Booley, B. Pearce (capt.) W. Schulz, M. Barker, J. Bromley and D. Coleman.

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY

VR

1971

10 CENTS



TEN PER CENT, THAT'S ALL WE WANT

The Country Roads Board recently revealed that the State's "road needs" for the next **nine years will be nearly \$2,000 million, of which about 91 per cent (all but \$181 million), is expected to be available.** As more than half of this money will come from the Commonwealth, railway administrators throughout Australia must feel envious for a bigger bite of the Commonwealth's money apple.

To meet the estimated demands on our metropolitan rail service in 15 years time, only \$162 million is required (excluding the Underground Loop for which special financial arrangements are currently being made). Unlike the C.R.B., however, we can see **only \$30 million (18.5 per cent) being available.**

Full implementation of Melbourne's Metropolitan Transportation Plan would bring metropolitan rail travel to a standard of which every Victorian would be proud.

In my address to the Australian and New Zealand Railway Commissioners' Conference last December (detailed elsewhere in

this issue), I pointed out that if we could only get 10 per cent of the Victorian road grant allocated for urban roads for the next five years (\$156 million), that 10 per cent (\$15.6 million) would enable a trebling of our rate of improvement on the metropolitan system.

A 10 per cent cut back in the rate of urban road expenditure would barely be noticed, but a trebling of railway works would give real improvements for rail commuters—in the order of a comparable increase in capacity to move people comfortably as the remaining 90 per cent would do for roads.

Metropolitan railways can no longer be expected to pay their way in the normal business sense of profit or loss.

Their contribution to "big city living" is such that they deserve extensive and sweeping improvements, irrespective of cost.

But we're not greedy, 10 per cent of the road grants, under the usual conditions, would meet our humble aims.

G. F. BROWN.

the 9.35 a.m. train from Melbourne and the 5.55 p.m. train from Sale.

The existing passenger train service between Melbourne, Sale and Bairnsdale is unaltered.

Rail tickets to or from stations between Stratford and Bairnsdale are honoured on the bus and special arrangements are made for people joining at intermediate points.

NEW LINES NO THREAT

Proposed standard gauge railways from Tarcoola to Alice Springs and from Adelaide to Port Pirie will in no way harm the Victorian Railways.

The line from Adelaide to Port Pirie is the final stage of the 1956 Wentworth Plan to link all State capitals to the standard gauge system, and will mainly benefit traffic between Adelaide and Sydney. Much of this traffic already does not come through Melbourne. The advent of bogie exchange has taken away the need for total standardization and made the linking of adjoining capitals by a common (but not necessarily standard) gauge the major factor.

The first line to be built under the Wentworth Plan was the standard gauge line between Melbourne and Albany, next was the link between Perth and Kalgoorlie.

This left only Adelaide isolated from the standard gauge system.

MORE CAR SPACES

Free railway car parking for train travellers at Footscray is to be expanded by nearly half.

A new area in Hyde Street, adjacent to Platform No. 1, will provide space for 102 cars while works at existing car parks, mainly between Platforms Nos. 2 and 3, will add 35 more spaces.

At present 286 cars can be parked at Footscray, but the works will increase the capacity to 423.

LOOP AUTHORITY NAMED

A banker—Mr. R. B. Roscoe, Director, Chase-NBA Group Limited, and formerly Assistant Chief Manager, National Bank of Australasia Ltd—is head of the new Melbourne Underground Rail Loop Authority set up on February 1.

The Authority, of nine members, is responsible for supervising and co-ordinating the building of the Loop and for financing it within the framework set down by Parliament (see January *News Letter*, pp. 6 and 7).

Other members of the Authority are Messrs. G. F. W. Brown, Chairman, Victorian Railways Commissioners; K. A. Allen, President, Melbourne Chamber of Commerce; Cr. I. F. Beaurepaire, Councillor, Melbourne City Council; Messrs. R. G. P. Boyd, President, Royal Australian Institute of Architects (Victorian Chapter); W. H. B. Daddo, Deputy Chairman, Repco Ltd.; W. C. S. Ellis, Secretary, Melbourne and Metropolitan Board of Works; T. P. Scott, Commissioner, State

Electricity Commission of Victoria; and K. H. Vial, Vice-Chairman, Trans-Australia Airlines and a chartered Accountant.

Initial appointments are for four years.

The Minister of Transport, Mr. Vernon F. Wilcox, M.P., when announcing the appointments, said that he believed the starting of the Loop was only the beginning of many improvements which must be made to our transport facilities, but was a step from which many improvements would automatically follow.

CO-ORDINATION

A co-ordinated train and bus service, with through tickets, has, since January 18, given Stratford and Bairnsdale a six-days-a-week return service to Melbourne.

The bus connects at Sale with the 6.3 p.m. Flinders Street to Sale train on Mondays to Thursdays, and the 7.35 a.m. Sale to Melbourne train on Tuesdays to Fridays.

On Sundays, the bus connects with

FRONT COVER

At Kilcunda, the rare combination of sea, sand, and train combine to make this attractive picture of Y 140 hauling an up goods.

FUTURE COUNTRY SERVICES

SUBMISSIONS TO INQUIRY

The desirable country railway system for Victoria in, say, 15 years time, was among the recommendations made by the Commissioners to the Board of Inquiry that is examining the existing system of land transport in Victoria. (See Nov. 1970 *News Letter*, p. 162, and Oct. pp 114 and 115.)

Such a country service would have fully air-conditioned passenger trains with on-board light refreshment services . . . speeds up to 80 m.p.h. . . . passenger services concentrated on a few major lines . . . and fast freight services on all lines.

The Commissioners said that their visualized "1985 V.R." would, outside the metropolitan area, consist of three types of lines :

Class A : *Main lines*, laid and maintained to high standards for 80 m.p.h. passenger trains and 60 m.p.h. all-bogie-stock goods trains,

Class B : *Secondary lines*, suitable for 70 m.p.h. passenger trains and 50 m.p.h. all-bogie-stock goods trains,

and *Freight only lines*, suitable for 45-50 m.p.h. all-bogie-stock goods trains. Four-wheeled stock would be limited to 40-45 m.p.h. on all lines.

The map on page 20 shows the lines which it was suggested were most likely to comprise classes A and B.

On class A lines, the aim would be to run air-conditioned express or semi-express trains with on-board light refreshment services. Overall

UNDERLYING THEME

The underlying theme throughout the V.R. submission was that *rail will withdraw from competition with road on routes where the total traffic is so small that road becomes the low-cost producer; on such routes it is the provision of rail services that represents wasteful duplication.*

"On the other hand, on high density routes where rail unit costs are low, unrestricted road competition, based on what road operators are able to charge for selected classes of traffic rather than on a comparison of true community costs, represents wasteful duplication of service and should not be permitted."

speeds would be kept as high as possible by eliminating wayside stops and concentrating on the main towns.

On class B lines, the aim would be to provide similar standards of amenity and comfort, but service frequency would be less than on main lines, and speeds would not exceed 70 m.p.h. Small stopping places would be eliminated and the main centres of population concentrated on.

The Commissioners felt that a drive of 20-25 miles to a station should not be regarded as an abnormal feature of country life. The overall public interest will be best served by this policy, they submitted.

All other public passenger transport needs should be met by bus services co-ordinating with rail at suitable points.

Passenger recommendations

The Commissioners pointed out that the low overall demand for public passenger services in Victoria made direct rail and road competition on specific routes wasteful.

They cited 25 examples of direct competition currently occurring.

It was likely, they said, that comparative economic analysis would establish that overall community cost savings could be achieved by withdrawing many branch line rail passenger services in favour of road services.

The Commissioners drew attention to the fact that road passenger services did not pay road maintenance charges, and suggested that if they did, their fares would then be more in line with true community costs.

If this additional cost resulted in certain essential services, in areas

TERMS OF REFERENCE

The Board of Inquiry has six Terms of Reference.

1. Whether the existing land transport system is satisfactory to meet the needs of agriculture, commerce and industry, and the public.
2. Whether the present division of freight traffic as to area and type of goods between road and rail is desirable.
3. Whether there is duplication of existing transport services which is wasteful, and, if so, how such duplication could be avoided.
4. Whether the existing system of transport regulation allows a flexible transport system which can adapt reasonably to changing conditions.
5. What changes, if any, should be brought about in the system of transport regulation and the provision of rail services to give the most

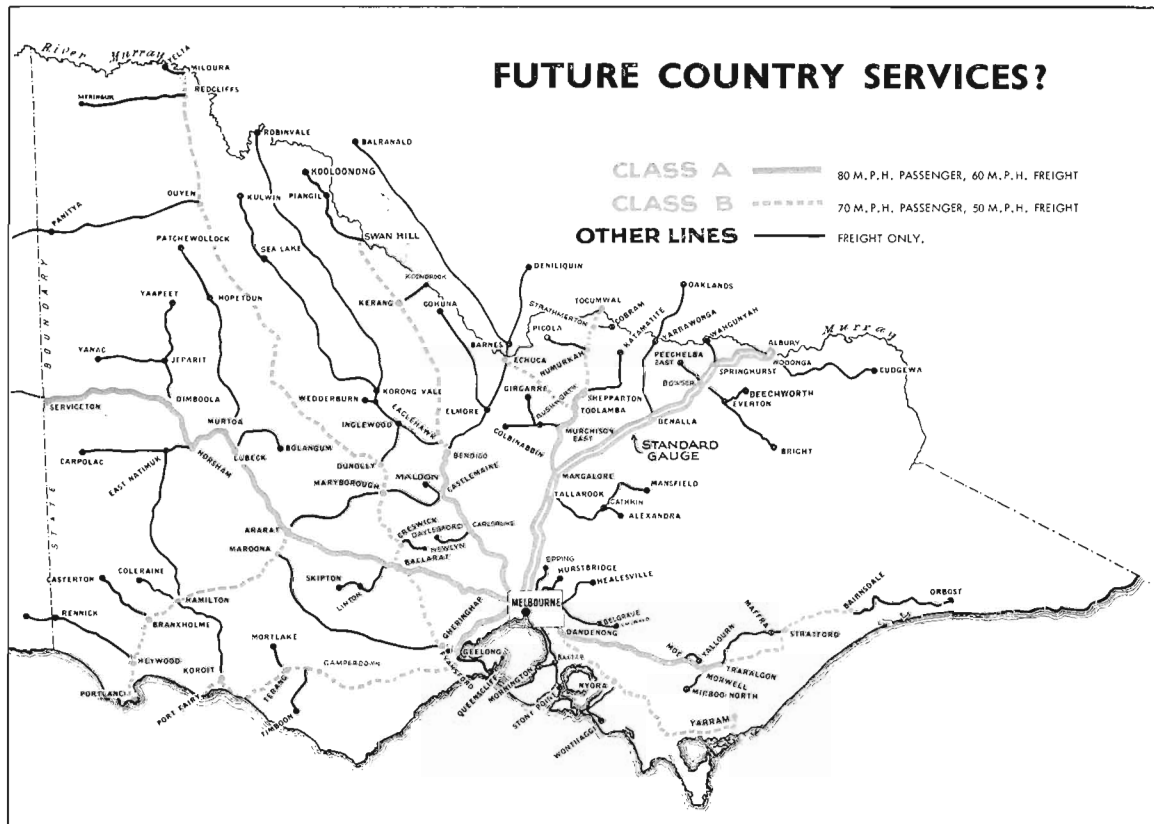
efficient transport service practicable in the public interest.

6. What effects any changes proposed would be likely to have on the transport industry and Government finances generally.

The terms of reference specifically excluded "*passenger transport within the areas of metropolitan Melbourne and the urban areas of Ballarat, Bendigo and Geelong for which transportation plans have been or are being prepared*".

In their submission on country passenger services, the Commissioners excluded consideration of the "outer commuter zone" extending from the suburban radius of 32 miles from Melbourne to distances varying up to nearly 60 miles, in which the bulk of passenger travel was essentially "commuter" in nature.

FUTURE COUNTRY SERVICES?



not served by rail, becoming unprofitable, the situation should be remedied by a direct subsidy which would take into account all elements of cost, including the road maintenance charge.

Rail paralleled

The Transport Regulation Board's practice of granting road operators unrestricted rights to operate up to two charter buses for a journey to be completed within 24 hours, without regard to the availability of railway services, was criticized.

There were examples, the Commissioners said of parallel journeys being undertaken at times almost identical with the rail service.

Because country passenger traffic fluctuated, both over the days of the week and seasonally, it was necessary to retain a considerable fleet of old-type non-air-conditioned carriages for a relatively few trips each year.

By the same token, the existence of these under-utilized carriages placed the railway system in a strong position to meet sudden surges in demand, such as school sports, at a very low community cost, the Commissioners submitted.

They said that it was most improbable that the demand for public passenger transport would ever disappear.

The overall convenience of the motor car—door-to-door operation at all times of the day and night—was so outstanding compared with public transport that it must be accepted that the role of the public transport systems has been largely reduced to meeting the needs of that "hard core" of passengers who did not own or have access to a motor car for the particular trip.

On some passenger services, more revenue was earned by parcels than passengers, added the Commissioners.

It was quite possible, they continued, that in the future, if the State could afford to further increase the standards of speed and comfort of railway services on selected routes with good traffic potential, disenchantment with the motor car as the answer to all transport needs may lead to an increase in patronage of such services, particularly having regard to the outstanding safety record of rail travel.

While the pattern of rail and road passenger services in Victoria was strongly influenced, and would doubtless continue to be strongly influenced, by political rather than purely economic considerations, the need for overall economy in transport resources still demands that direct duplication of rail and road services

on specific routes be eliminated as far as practicable.

Even when every reasonable step had been taken in this direction, on very few rail routes (other than the intercapital services which form a category of their own) was the carriage of passengers likely to be a viable business proposition, even bus services might find profitable operation difficult on the more poorly patronized routes.

It was essential to the physical well-being and staff morale of the railway system that this factor be recognized by an annual reimbursement to the Department, by the Treasury, of the net loss incurred on these services. In this way, Parliament, through its annual appropriation for the purpose, would impose its influence (in the same way as it did on other branches of the public service) over the quantity and quality of service provided, the Commissioners claimed.

To reach the standard

Rail services of the speed and standard visualized could be provided only if considerable expenditure was incurred on the necessary air-conditioned rolling stock. Funds for this, and for meeting any operating losses were a matter for the State, which must accept responsibility for

the quantity and quality of service provided.

To bring the tracks to class A and B standard, demanded long welded rail of not less than 107 lb/yd for the former and not less than 94 lb/yd for the latter, and in many cases, elimination or modification of constraints imposed by gradients, vertical or horizontal curvature, and condition of subgrade.

Outside the metropolitan area very few sections of line are laid with 107 lb/yd rail; short sections between Sunshine and Gordon and Murtoa and Horsham on the Serviceton line, and much of the Gippsland line between Dandenong and Morwell were the only areas.

Had sufficient funds been available, a number of the lines expected to comprise class A, would have been raised to that standard when last relaid.

It has been necessary since the war to spread the available funds to the utmost by relaying main lines with 94 lb/yd rail, thus obtaining a moderate, but less than desirable, upgrading of the track over the maximum practicable length of line in the minimum of time.

For passenger trains, 80 m.p.h. (79 m.p.h. to be precise) was the

highest speed accepted by the Interstate Commerce Commission in America and recently endorsed by the Commissioners of Australian Railways, for operation with trackside colour-light signalling. For higher speeds, cab-signalling with automatic train control should be provided, but the traffic density on Australian lines did not justify this.

Automatic power signalling, with centralized traffic control for minimum cost operation, was considered essential for all class A lines.

At present, outside the metropolitan area, automatic power signalling was provided on only 296 miles of line.

A further essential feature of the railway system visualised for the future was a major rolling stock replacement programme, particularly for freight vehicles.

Effects of the passenger proposals

In reply to the sixth Term of Reference, as it applied to passenger services, the Commissioners submitted:

● The proposals that rail passenger services be limited to a few main routes, and that the operations of

charter bus services be controlled where they involved direct duplication of rail services on these routes, could not fail to benefit the State finances by reducing the net loss incurred on country passenger trains which—whether by direct subsidy or by deficit financing—become a charge on the State budget.

● The proposal that road passenger services pay road maintenance charges must benefit State finances both from the amounts collected and by making interstate rail passenger services, the aim of which was to yield a profit, more competitive with road. These gains would be only partly offset by the need to subsidize bus services on some poorly patronized routes brought about by the imposition of road maintenance charges.

● The overall effect of the proposals on the transport industry would be an adjustment of functions to reduce wasteful duplication of rail and road services and to concentrate the activities of each mode, as far as practicable, into those areas where it was the low-cost producer.

* * * * *

Next month's issue will detail the goods recommendations.

SAFETY RECORD RECOGNIZED

250,000 lost-time accident-free man hours.



Mr. Brown presents the award to Mr. Curwood in the presence of (left to right), Mr. A. Nicholson, Assistant Chief Mechanical Engineer, Mr. L. Rolls, Manager Newport Workshops, and Mr. W. Cox, Senior Safety Officer, Rolling Stock Branch (partly obscured).

It was a memorable moment in the history of the Fitting and Machining Manual Training Centre at Newport Workshops when, on December 16, the Chairman of Commissioners, Mr. G. F. Brown, presented Mr. Stan Curwood, the Centre's senior instructor, with a National Safety Council of Australia award recognizing the outstanding absence at the Centre of lost time accidents (when an employee lost at least eight hours from work.)

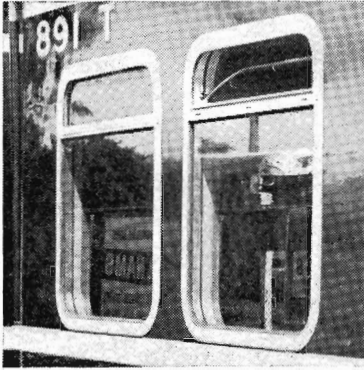
A metal plaque attached to the award indicated that a total of 250,000 man hours had elapsed since the last lost time injury on July 31, 1968.

The remarkable industrial safety record of the Centre was a tribute, not only to patient and tolerant instruction, but also to the boys being willing to heed what they were taught. The accident-free period covered by the award accounted for three separate intakes of first year apprentices. Many of these boys were undertaking their first job.

Safety is a keynote of industrial life at Newport Workshops Training Centres. Every accident-free day is recorded.

NEW LONG CARRIAGES GO IN

Melbourne's commuters are now previewing their future travelling conditions in new 75 ft. long metropolitan carriages. The first two of six being built at Newport Workshops went into running on the Box Hill line on January 18; the last will be running by July.



Tinted windows, with the hopper opening at the top in darker glass, has eliminated damage-prone blinds. (above)
Interiors of the 75 ft. carriages with their connecting doors open. Seating style is common overseas. (below)

Although outwardly they resemble elongated "Harris" carriages, being painted blue to match, inside they are prototypes of the stainless steel carriages that will make up the 50 trains on order at a cost of \$30 million. (See June 1970 *News Letter*, pp 84-85).

The prototype carriages have closing and locking doors operated by

the guard; the two "Harris" motor carriages—799 and 800 M—that took the first two into running, as a consist of four carriages, were also equipped with power-operated doors.

As the train stops at stations, the locks are released so that passengers can open only those doors required; this saves heat loss in winter. Door controls in the driver's cab allow him to operate the doors, if necessary

The four-carriage consist, pictured in the centre pages, is being used to train crews in the operation of the features of the stainless steel trains due later this year.

Seven equals eight

During peak-hours, this four-carriage consist is built up to seven-carriages, with three normal "Harris" carriages, being equivalent to an eight-carriage "Harris" train.

Obstruction-free interiors of the long trailers, with end doors for walking through, give a spacious, attractive look and easy access from the three doors on each side; capacity is 92 seated and 171 standing. Individually-cushioned reinforced-fibreglass seats simplify cleaning and reduce the possibility of vandalism.

Fans deliver 1,500 cu. ft. of fresh air per minute for summer cooling; in winter, the air is heated. As the heating starts when the pantographs are raised, carriages will be warm by the time the train arrives at the platform.

Windows are tinted to reduce glare. The top section, of darker tint, can be opened, hopper fashion.

At 75 ft., the carriages are the longest possible within curve allowances; otherwise, carriages would have been longer.

With delivery of the stainless steel trains, it should be possible to scrap the eight remaining swing-door metropolitan trains within two years.

Policy of the Department is to provide the better rolling stock for long distance passengers.



BOOMING PORTLAND

In the week before Portland's long awaited air-conditioned rail-car goes into running, local residents will be given a preview, with free demonstration rides; at most centres the V.R. mobile display unit and advisory bureau as well as large scale rolling stock models will be added attractions.

One-class fares between Portland and Ararat will be introduced with the new rail-car.

Portland was recently in the railway news when it handled the biggest movement of oats over any Christmas holiday period—49,190 tons railed to the port in the four weeks ended January 11. At the same time, 20,412 tons of barley were railed in.

For nearly 100 years the Victorian Railways have been serving Portland. The first rail service began on December 19, 1877, and ever since the Railways have kept pace with the development of the "economic gateway to western Victoria".

As the port traffic developed, railway facilities were improved.

In 1966, the 39 mile line between Avoca and Ararat was re-opened. That section was closed in 1959 as an economy measure; local traffic was not sufficient to justify the line. But by 1966 the export of oats through Portland had developed to such an extent that the section had again become an important link in the rail network feeding Portland; up to five trains of oats a day now use this track.

At a cost of \$3 million, the line between Ararat and Portland has been relaid with heavy 94 lb. rails welded into long lengths, and other improvements have been made. This has given Portland a high speed, heavy duty line well capable of handling any future increases in traffic.

A new Portland station was built on the site of the old Portland North station, and officially opened on June 29, 1968. The old line to the pier was handed over to the Harbour Trust, while the railways took over, at a cost of \$470,000, the siding built originally by the Harbour Trust.

South Australian link

The railway not only links Portland with the rest of the Victorian system but also with the South Australian Railways by the branch line from Heywood. Relaying of this track

with 80 lb. rail is well past the half way mark and should be finished later this year.

Portland is, therefore, well placed to handle traffic to or from South Australia.

In 1968, a fast overnight express goods service began between Melbourne and Heywood, Portland, and Mt. Gambier (South Australia). Operating in both directions, the service also carries freight traffic for Hamilton and Ararat.

Big tonnages

The Railways are essential to Portland's prosperity. Last financial year, 360,000 tons of goods were railed to or from Portland.

Although grains—oats, barley, wheat, and sorghum—form the major item of freight, the Railways also handle much wool and petroleum as well as products such as fertilizer, meat, butter and tallow, from local industries that contribute to Portland's prosperity. A new bulk traffic developing is the railing of lucerne pellets from Kerang to Portland for export.

Much of this freight is carried at low rates.

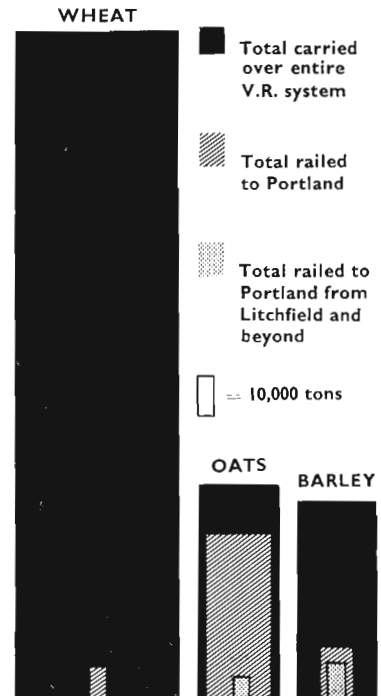
A Litchfield-Minyip line?

When Portland is mentioned, an old idea often gets an airing. This is the suggestion for building a railway between Litchfield (on the Mildura line) and Minyip (on the Murtoa to Patchewollock section).

Briefly, this proposal is unnecessary and could only throw taxpayer's money down the drain, because:

- a railway line from Litchfield to Minyip could affect only those north of Litchfield, and then only when railing goods to Portland;
- the link would serve only 302 miles out of the total 4,166 route miles of the Victorian Railways;

GRAIN MOVEMENT BY RAIL

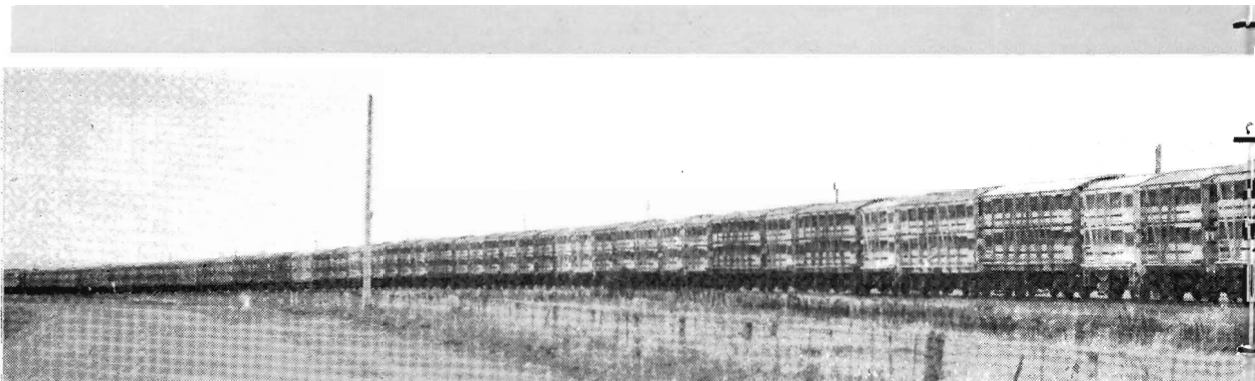
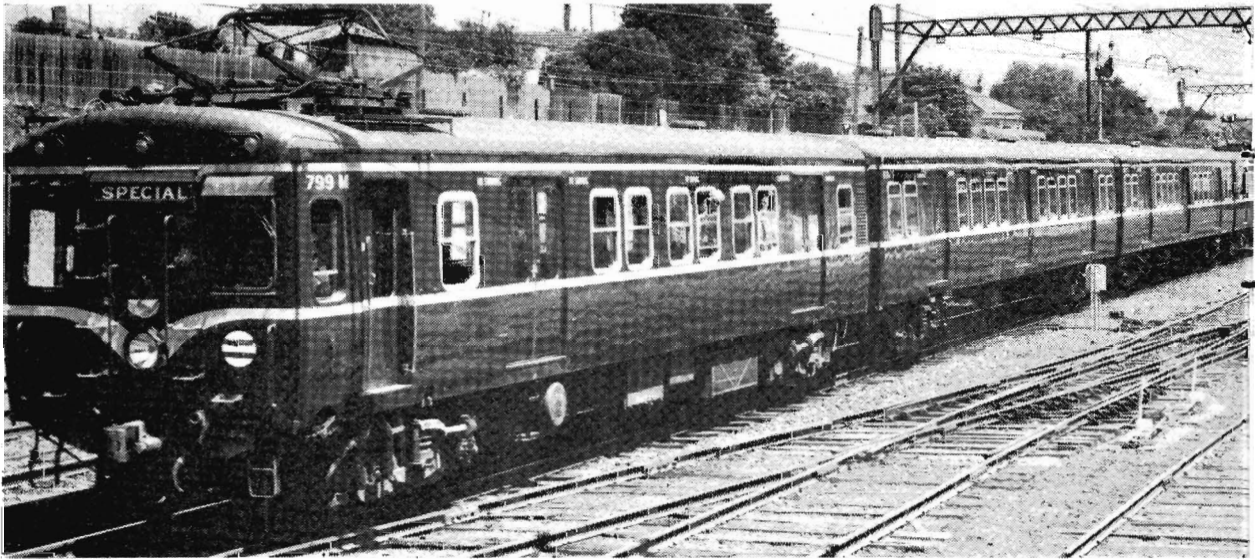


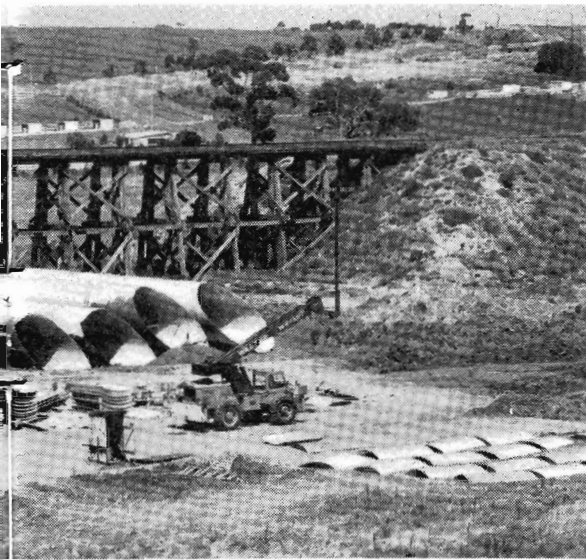
- grain movement from the area north of Litchfield is far too small to justify a cross-country line;
- no extra traffic would be generated to pay for the cost of the line—\$2 million—or its operating expenses and maintenance
- no extra revenue would be gained, even to pay the interest (about \$120,000 every year) on the building cost;
- **such a line would not reduce freight charges to Portland, as rates are already calculated as though the line exists;**
- with the considerable flow of oats to Portland from areas other than above Litchfield, as shown by the graph, money that would be needed to build a line between Litchfield and Minyip would be better spent on strengthening the line and bridge structures between Maryborough and Ararat. It is our intention, when sufficient funds are available, to strengthen this line for the benefit of **ALL** traffic flowing from the many lines through Maryborough to Portland.

VIEWS OF NEWS



NOW YOU SEE IT SOON YOU WON'T. By March, one of the two Marsh will have been replaced by Armco culverts. The increasing use of t





Large wooden trestle bridges between Parwan and Bacchus and these culverts is saving the Railways bridge maintenance.



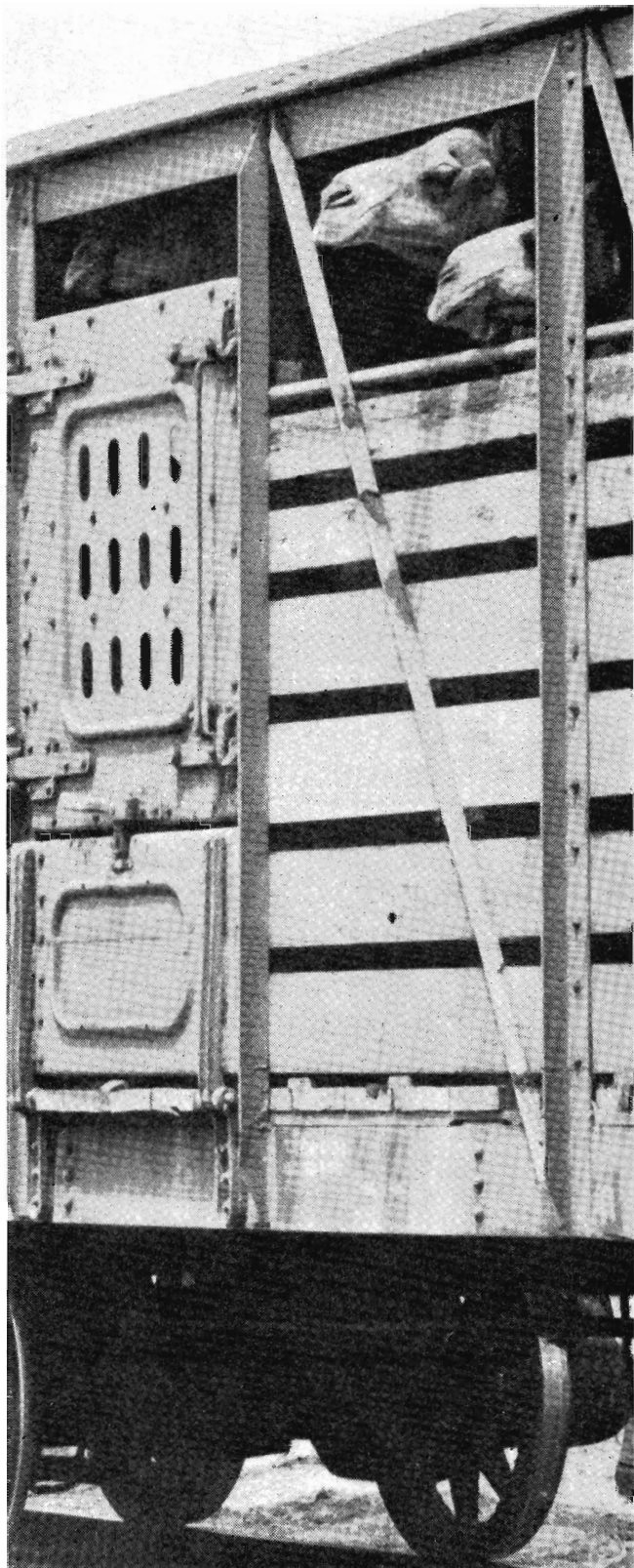
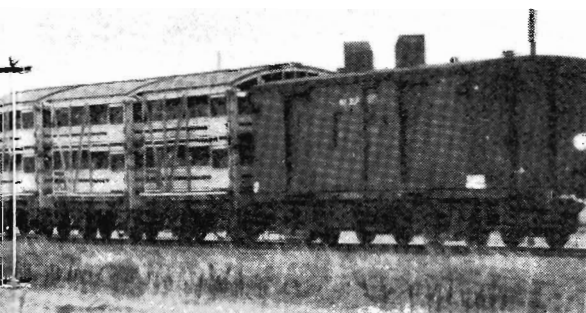
CAMEL TRAIN! "Hope that fellow doesn't smoke Camels," could have been the comment from these rail travellers, bound for American zoos. They were in a group of 42 from Central Australia; they came by train to Melbourne from Alice Springs. ▶



LONG CARRIAGES ON TEST. Two new 75 ft. trailers between two "Harris Train" motor carriages make up Melbourne's first metropolitan train with self closing doors. Full details of the new carriages are given on ▶ page 22.



LONGEST LIVESTOCK TRAIN to run in Victoria brought 7,000 sheep in 77 vans from Mount Gambier to Newport last month for R. J. Gilbertson Pty. Ltd., butchers. Here the train passes Deer Park on the final stage of its nearly 300-mile journey. ▼



Of the estimated \$517 million made available by the Commonwealth for specific purpose grants to the States for 1969-70, only four per cent, or \$20.5 million, was for railways. On the other hand, the largest share, 39.1 per cent, or \$202 million, went for roads.

With these figures, the Chairman of the Victorian Railways Commissioners, Mr. G. F. Brown, told the 1970 Australian and New Zealand Railways Commissioners' Conference in Sydney that there was

SCOPE FOR WIDER C'WEALTH HELP TO STATE SYSTEMS

There is no doubt, said Mr. Brown, that the assistance provided, to date, by the Commonwealth to State railway systems, while extremely limited outside the field of gauge standardization, fell demonstrably under the general specification of "facilities for the development and conservation of resources".

These projects had paved the way for mining and industrial development and, at the same time, enabled the combined railway systems to exploit their inherent advantages in the long-distance, high-volume traffic field—to win traffic that would otherwise have moved by road, at a much higher cost in resources consumed.

Australia's scarcest resource was skilled manpower; the railways, with their already high output per unit of manpower and their high degree of adaptability to automation, offered a better prospect of stabilizing transport costs, by further increasing their efficiency in this direction, than any other overland transport medium—provided that funds could be found to enable this adaptability to be exploited.

The case for extension of the scope of Commonwealth financial assistance was, accordingly, partly based on the fact that it was beyond the normal financial capacity of the railway systems to introduce, rapidly enough to counter the effects of inflation, all the aids to improved service and increased efficiency made available by modern technology.

The actual physical scope for increased aid varied from system to system.

Costs cut

In Victoria, Mr. Brown pointed out, Australia's first automated hump shunting yard was a highly rewarding investment afforded only by deferring many desirable projects, including

improvements to the metropolitan area to which many daily commuters would doubtless have given a higher priority.

Melbourne Yard was not, assumably, the only viable application of hump shunting in Australia, and several others would be built, with gains in efficiency and reductions in manpower costs, if funds were readily available. (January 1971 *News Letter* reported that the Melbourne Yard project was returning 10 per cent on capital—Ed.)

It would be reasonable for additional funds to be made available on a repayment basis for similar facilities, for the directly measurable financial benefits, as well as considerable fringe benefits more difficult to measure, such as improved turnround of locomotives and rolling stock, could be shown by a cost-benefit analysis.

Other railway projects that fell within the same category were improved train crossing facilities; power signalling and centralized traffic control; and the extension of data processing and computer control of operating functions.

Quite apart from repayable loans for projects for which the viability could be established within the railway accounts, Mr. Brown said that the scope of direct Commonwealth grants to other forms of transport, particularly road, was sufficiently wide to establish a case for similar grants to railway systems for projects supported by cost-benefit analyses, but where the benefit was to be sought outside the railway financial structure.

The strongest case that could be made for non-repayable grants, Mr. Brown continued, related to funds for improvements to fixed rail transport systems in major cities.

Rail advantages

On every count except door-to-door

convenience—initial cost, running cost, speed, public health (both reduction in driving tensions and reduction in air pollution), safety, ability to operate on, over or under ground, ability to stable vehicles clear of the congested inner city areas—the fixed rail transport system was equal to or better than the private car; but it had no chance of fully exploiting these advantages while tied to "fare-box" financing.

Financial assistance to urban transport systems was recommended in the Committee of Inquiry into Urban Passenger Transport in New Zealand. The committee recommended that grants of a capital nature be made by Government to urban passenger transport authorities, and that these grants be financed, at least initially, from motor fuel taxation.

Mr. Brown pointed out that between 1969-70 and 1973-74 the Commonwealth would provide the States with over \$600 million, as a non-repayable grant, towards urban arterial and sub-arterial roads.

"If only 10 per cent of each State's share were to be diverted to the upgrading of fixed rail systems, so far as Victoria is concerned, we would be able to treble our current expenditure rate on the suburban lines—with an increase in passenger capacity over the five-year period which I suggest would at least equal the increase that will be gained on the roads with the remaining 90 per cent," he said.

Mr. Brown also suggested that it would be possible, with adequate research and application of the appropriate economic techniques, to build a sound case for non-repayable grants by the Commonwealth to State railway systems for works outside the urban sphere. Included would be projects which, like urban improvements, yielded a social benefit not reflected in the railway accounts

and also projects—and this applied to a great deal of the money being spent on road works—where the aim was simply to bring fixed facilities up to defined modern standards based on the nature and volume of traffic being handled or predicted.

Do unto rail . . .

“Enormous sums are being spent on the road systems in Australia today, not just to cope with traffic growth but in easing gradients and curvature to reduce distance and give higher speeds, and I think it safe to say that many of these works represent betterment for betterment’s sake,” Mr. Brown continued.

“The Commonwealth does not insist on each road project being proved economically viable by cost-benefit analysis, and the analyses that are carried out by road authorities take into account such imponderable factors as reduction in accidents and time savings—including, I believe, the money value of the time saved by a family out for a Sunday afternoon drive.”

All railway systems suffered from constraints due to gradient and

alignment of track. Elimination of such constraints through non-repayable, non-interest bearing funds would yield at least as much long term benefit to the economy of the nation as did many of the similar works carried out on roads, Mr. Brown proposed.

He added that he was convinced that non-repayable grants from the Commonwealth to State railway systems to substantially raise the standard of their main-line tracks would represent a sound long term investment in terms of reduced need for expenditure on the road system.

Railways must speak out

“If the railway systems are to receive from the Commonwealth the financial assistance to increase efficiency and maintain or improve their competitive position in relation to other heavily subsidized transport media, they must have a means of getting their story across in the appropriate quarter,” Mr. Brown urged.

“If the Commonwealth sets up and maintains, at its own expense, a Commonwealth Bureau of Roads to speak on behalf of the road industry, it should be willing to do at least as much for rail transport.

“While the creation of a Commonwealth-supported body for the specific purpose of furthering the interests of railways is an unlikely development, the Commonwealth has set up, under the Department of Shipping and Transport, a Bureau of Transport Economics; I suggest this organization is the avenue we should use to state our case.

“To do so successfully, it will be essential to undertake the penetrating economic research that is the only foundation on which a sound case for financial assistance can be built. We have to establish which of our operations are profitable and which are not; what are our real costs are for handling various classes of traffic; and most important of all, in what areas will expenditure on renewed facilities yield the best return by way of increased efficiency and reduced unit costs.

“It will not be enough to sit back and wait for the Bureau of Transport Economics to ask us for information; we must actively proffer it. Our competitors are adept at proving that additional investment in their activities will benefit the nation; it is up to us to out-figure them.”

COMMONWEALTH AID TO TRANSPORT

Since Federation, the Commonwealth has made various payments to the States, and since the second world war, the scope and amount of these payments has grown. This has been stimulated by the introduction of uniform income tax, which has resulted in the States not only relying on the Commonwealth for the major portion of their revenue, but looking to the Commonwealth for specific assistance in areas originally considered the sole responsibility of the States.

Of the \$517 million made available for 1969–70 for specific purpose grants, over 45 per cent was for transport—with 39.1 per cent for roads.

Commonwealth help to transport can be summarized as follows :

Roads

Of the \$371.8 million outlay for transport in 1969–70, \$206.4 million was for roads.

Commonwealth grants for roads date back to 1923–24.

The outstanding feature of the Commonwealth Aid Roads Act 1969, was the 67 per cent increase in the amount to be paid to the States over the five-year period starting July 1, 1969, compared with the pre-

vious five years. Additionally, assistance was being directed more specifically than in the past to the development of particular classes of roads.

The publication “Commonwealth Payments to or for the States, 1969–70” states : “*The Commonwealth Government accepted the Commonwealth Bureau of Roads assessment that, provided funds were applied economically, expenditure at a rate considerably higher than at present could be undertaken during the next five years*”.

In that period, \$1,252 million will be split among the States as grants for roadworks.

Mr. Brown claimed that it was fairly evident that the Commonwealth had set up, and was maintaining, a body which was not merely advisory, but which, in fact, provided active advocacy for increased expenditure on roads.

Air

Net outlay on civil aviation for 1969–70 was estimated at over \$106 million. The measure of assistance provided, apart from direct subsidies for “essential rural services”, is the difference between air navigation costs incurred and air navi-

gation charges paid by operators. The 1968–69 Department of Civil Aviation annual report showed the Commonwealth contribution as \$58.1 million.

Mr. Brown contrasted the estimated traffic task of the scheduled internal airline operators for 1968–69, 281 million revenue ton-miles (passengers and freight combined) with the 1967–68 Australian Government railway systems figures of 12,264 million net freight ton-miles and over 450 million passenger journeys.

By any standards, Mr. Brown said, the contribution to air transport was large in relation to the traffic task performed.

Sea

Apart from lighthouse services, the cost of which appeared to be adequately recouped from the dues paid by overseas and coastal shipping, Commonwealth assistance to sea transport was a direct subsidy of one-third of the cost of ships built in Australia.

While the direct purpose of this subsidy was to enable Australian shipyards to meet overseas competition, its effect was to enable ship-owners in the coastal trade—in direct competition with rail for many classes of traffic—to obtain their vessels at the reduced overseas price.

V.R. WORKS RESTRICTED

This advantage was not available to railways, said Mr. Brown. Rolling stock could be obtained cheaper on the world market, but the Australian price had to be paid or customs duty met for imported stock.

Railways

Commonwealth assistance to the States for railways dates back to 1924, when an agreement was made with New South Wales and Queensland to build a standard gauge railway between Grafton and South Brisbane. The railway cost \$9 million and was opened in September 1930.

Since then the Commonwealth has assisted with funds to convert the 3 ft. 6 in. gauge lines of the south-eastern division of South Australia (Wolseley to Mount Gambier and branches) to 5 ft. 3 in., pending later conversion to standard gauge; to build the standard gauge line between Albury and Melbourne; to buy 12 diesel-electric locomotives and 100 wagons of 3 ft. 6 in. gauge for Broken Hill-Port Pirie ore traffic in South Australia; to convert the Port Pirie-Cockburn section of the Broken Hill line to standard gauge; and to build a standard gauge railway between Cockburn and Broken Hill (completing the trans-continental railway between Sydney and Perth.)

For these works, the Commonwealth provided the initial finance and the State(s) concerned have to repay a total of 30 per cent of the cost, with interest, over 50 years.

In addition, the Commonwealth twice provided advances—repayable with interest over 20 years—to Queensland for reconstruction of the Mount Isa-Townsville-Collinsville railway.

For the railway linking Kalgoorlie with Koolyanobbing, Perth and Kwinana in Western Australia, the Commonwealth divided the project in halves; one attributed to development and the other to creation of a uniform gauge railway between Western Australia and the Eastern States. For the "development" portion, the Commonwealth provided 70 per cent of the cost and the State has to repay this in full, plus interest, over 20 years. The usual arrangement for standardization projects applies to the other half.

The only departure from these arrangements was under the Railway Agreement (New South Wales) Act 1968, when the Commonwealth made an outright grant (no repayment) of \$10 million to New South Wales towards the cost of upgrading the railway between Parkes and Broken Hill.

This table summarizes the finance provided by the Commonwealth to State-owned railway systems since

Less money has been given by the Government to the Victorian Railways for works and services this financial year and, consequently, certain works have been discontinued or slowed down. No new works of any magnitude will be tackled.

For general works, \$15 million has been made available, along with \$943,000 in special allocations for restoring "Southern Aurora" carriages, completion of Barry Beach and Tyabb railways, and for buying two air-conditioned rail cars.

The general allocation is \$50,000 below that received the previous year, but owing to wage and price increases, the effective reduction in purchasing power is close to \$1 million.

Expressed in 1951-52 money values, this year's allocation is just over one-third of that year.

The Minister of Transport, Mr. Vernon F. Wilcox, M.P., has blamed the Federal Government for the railway works cut-back. He said, the A.B.C. reported, that the Commonwealth was keeping the States in a financial straight-jacket, but he believed changes were on the way, as the community and the Government

1951-52, and includes estimated expenditure for 1969-70 :

	Grants	Loans	Total
	\$000	\$000	\$000
New South Wales	10,242	104	10,346
Victoria	22,148	9,480*	31,628*
Queensland	—	35,111	35,111
South Australia	43,388	18,313	61,701
Western Australia	38,565	55,094	93,659
	114,343	118,102	232,445

* Including \$4,792,000 repayable by New South Wales in respect of the Albury-Melbourne standard gauge line.

Over the same period, Commonwealth grants to the States for roads were \$1,845 million, none of which was repayable.

were giving greater thought to transport, and ways of financing it.

Allocations

Rolling stock will take the biggest share of the year's allocation; \$3.1 million for modern bogie wagons or vans, \$1.2 million for the balance of the cost of six prototype suburban carriages (the first two entered service mid-January) and for preliminary expenses for the order of 50 stainless steel metropolitan electric trains, \$750,000 as the final cost of new club cars, power/brake-vans and brake-vans already on "The Overland" and for preliminary expenses for four new sleeping carriages (two roomettes and two twinettes) for "The Overland" (to release similar carriages to the Mildura line), and \$400,000 to build 15 bogie brake-vans for fast freight trains.

Although country track relaying gangs have been reduced to two, relaying tracks and renewing points and crossings, mainly in country areas, will take \$3.3 million, and \$1.2 million will complete the Melbourne Yard modernization.

Two additional tracks between Flinders Street and Richmond, representing a preliminary stage of the Melbourne underground railway, will cost \$500,000; and \$1.25 million will be spent on third track works, signalled for two-way operation, between Burnley-Hawthorn and East Camberwell-Box Hill. Power signalling will be extended from Oakleigh to Dandenong (part had already been completed).

Grade separation works will proceed, the main projects being at North Road, Huntingdale, and Elgar Road, Mont Albert. This is possible because, from July 1, 1970, the Railways contribution towards grade separations was reduced from 20 per cent to a more realistic five per cent.

The Geelong line duplication has been discontinued, but only two short sections of single track remain—Little River-Lara (6½ miles) and Lara-Corio (4 miles). A long crossing loop will be built at Lara when funds are available.

A number of minor works and programmes that continue from year to year, such as improved staff amenities, communications, electric supply, renewals of bridges and improved plant and equipment, will also be carried out.

CARRIERS DILEMMA OVER INCREASE

Horsham's six general transport companies cannot afford to comply with a Victorian Road Transport Association recommendation to raise freight rates by 10 per cent.

Road carriers feel the general transport industry is so cut-throat that any contractor who raised his prices would immediately lose his customers.

They also know they could only hope to operate at a profit if freight rates go up by the proposed 10 per cent.

Joint manager of the transport company Mills and Lawson, Mr. Don Lawson, told the "Wimmera Mail-Times" it would be impossible to find work if he operated at those rates.

He added that freight charges had not risen over the years.

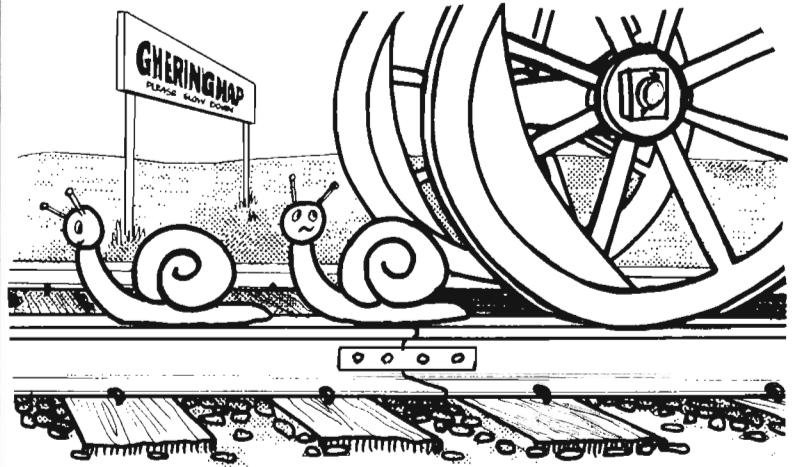
"A load that we carted for six pounds a ton 10 years ago, we would now cart for \$12, yet at the same time truck running costs have doubled," he said.

HEAVY TRAFFIC

The central section of the Trans-Siberian railway, between Omsk and Novosibirsk is the most heavily used section of railway in the world. Trains hauling 1,200 tons of freight follow each other at intervals of 10 minutes or less throughout the day and night. The outgoing freight consists mainly of oil, timber and minerals, since Siberia (about twice the size of Australia) is a major source of raw materials for Russia and Eastern Europe.

—(Current Affairs Bulletin—April '70)

Stalled by Shellbacks



I HATE THESE DRIVERS THAT SIT RIGHT ON YOUR TAIL, DON'T YOU ?

BLUESTONE HISTORY

At least three station buildings along the Geelong-Ballararat line have been given "C" classification by the National Trust of Australia. This means they are notable buildings worthy of preservation. The three stations are Lethbridge, Meredith, and Moorabool, all remarkably similar in appearance to the main station buildings built of bluestone blocks in a two-storied design.

Lal Lal station building and adjacent water tank has been given "B" classification by the Trust. This is the second highest order of recommended preservation.

The line from Geelong to Ballarat was completed in April 1862, the same month and year as Woodend was linked by rail with Kyneton. The gold rush traffic to Ballarat provided early revenue.

Meredith station buildings were featured in the annual report of 1894-95.

A service telegram from Gheringhap recently reported that a goods train had been delayed for five minutes due to a loss of tractive effort by the engine wheels, which slipped to a standstill, due to the slime from crushed shellback snails on the rails. Other goods trains had previously lost running time in the same area due to the same cause.

Train drivers dread the loss of momentum and tractive effort due to the existence of any element of a slippery nature interposed by man or nature between the driving wheels and the running rail. Early morning dew, light rain, slime from snails, the milky sap from crushed bracken fern, oil or chemicals, these can all cause a train to stall. The train driver's friend in such cases is the sand supply carried on locomotives and deposited on the running rails by mechanical means. However, sometimes even this aid does not work and the train crew have to call on their resourcefulness to continue progress.

SCOUTS BY TRAIN

More than 3,300 scouts travelled by train from South Australia and Victoria to Ingleburn (25 miles south of Sydney) over Christmas for the 9th Australian Scout Jamboree, at Leppington.

One special brought scouts from Adelaide to Melbourne, and six specials ran from Melbourne to Ingleburn; normal services brought country scouts to Melbourne.

Never argue with your doctor; he has inside knowledge.



Lethbridge, a typical railway station building on the Geelong-Ballararat line.

LINES FROM OTHER LINES

FEDERAL RAILWAY RESCUE IN U.S.A.

Late last year President Nixon signed a new law passed by Congress designed to build new, and improve old, bus and rail transit systems in urban areas throughout the nation.

This measure of Federal aid authorised the spending by the Government department concerned of \$80 million this financial year and as much as \$10 billion over the next 12 years. The Government will pay up to two-thirds of project costs.

In an additional extension of the Government's underwriting of ailing railway systems throughout the American nation, Congress voted to save inter-city railway passenger trains running at enormous loss.

A new corporation to be known as *Railpax* has been set up and will begin operations on May 1, 1971. *Railpax* will be a semi-public but government controlled body. Privately owned railroads will have until the date mentioned to sign contracts transferring their passenger runs to the corporation. However, the railroads will have to buy shares in the new corporation using either cash or by contributing equipment.

The legislation authorizes not only a \$40 million Federal grant to assist *Railpax* to get started, but also up to \$100 million in Government loan guarantees to help the corporation buy rolling stock and improve roadbeds, and up to \$200 million in loan guarantees to enable private railroads to finance their required *Railpax* investment.

"*Time*" magazine reports, "Undoubtedly, railroads will waste no time choosing to turn their unwanted inter-city trains over to *Railpax*. By their own computations, U.S. lines are losing \$200 million a year on passenger operations."

A LOAD OF GARBAGE

A growing big city problem in the US is waste removal, and, as many towns are running out of space to dispose of refuse, the marketing men of Illinois Central Rail Road have proposed that rail is the answer.

By one IC estimate, 25 communities along their tracks have better than-average commercial possibilities

for freighting garbage to suitable disposal areas. Millions of tons of freight and much new revenue can be obtained, the researchers say, by rail gearing their services to this new urban need.

—*Railway Age*—

STEAM ERA CLOSING

Steam locomotive building in India—a country with more than 10,000 steam locomotives—will cease late this year.

Completion of the order for 70 metre gauge YG class locomotives will mark the end of a colourful era for one of the few countries still getting new steam engines.

The Indian Railways magazine reports that Chittaranjan Locomotive works, which will complete the order, has built more than 2,300 steam locomotives since 1950, but is now also building AC electric locomotives and diesel shunters.

Red China is the only major country now actively building steam locomotives.

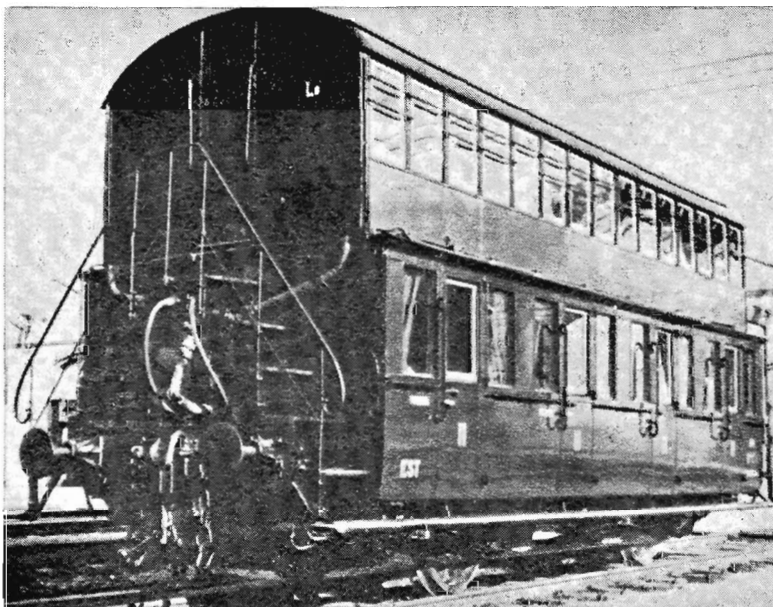
BIG SYSTEM, BIG PROBLEMS

India's railway system is the largest in Asia and the second largest single system in the world, embracing a route mileage of about 34,200. It maintains over 95,000 bridges, 11,621 locomotives, 31,260 passenger vehicles, 358,420 unit wagons or freight wagons, 6,876 stations and a vast quantity of ancillary equipment. It is also one of the largest consumers of steel, accounting for about one-fifth of the total demand of the country.

During May, 1969, there were 752,425 ticketless travellers detected by India's railway officials.

The largest railway system in the world belongs to the U.S.S.R. with over 75,000 route miles and more being built.

Zoo Carriage



Double decker carriages are not a new innovation. This carriage has been restored to its original condition by the French Railways for their museum. Originally called an Imperial coach, it was built before 1900 for the East Company. At the conclusion of the second world war, the coach was placed in service on the Paris-Bastille line. People named it and its sister carriage after the "Bidel", a famous French zoo, because the passengers bunched up behind the top deck windows reminded patrons of caged animals.

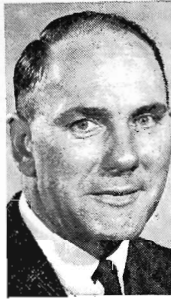
New Traffic Branch heads

Following the retirement of Chief Traffic Manager, Mr. T. A. James, in December (December *News Letter*, page 186), Mr J. C. Crute has taken over as head of the 9,000 strong Traffic Branch. Mr. Crute's recent experience has covered an extraordinarily wide range of activities, starting from 1962 when he was assistant Melbourne Goods superintendent. In 1967 Mr Crute was appointed manager of the Melbourne freight terminal and, in 1968, went on an overseas study tour of hump yards with Mr Commissioner L. A. Reynolds. As well, he was one of the Traffic Branch representatives responsible for the smooth running of the freight terminal during the extensive alterations associated with building the new hump yard. In 1970, he succeeded Mr. R. H. Arthur to the post of assistant chief traffic manager, and now has the top position.



Mr. Crute

New assistant chief traffic manager is Mr. M. W. B. Ronald, who was formerly manager, freight operations.



Mr. Ronald was one of the V.R.'s youngest station-masters and has been train controller, traffic inspector, assistant to the superintendent of freight operations and relieving district superintendent. In 1968 he was appointed superintendent of metropolitan train running and, in 1969, attended the higher management course at the University of N.S.W. He was appointed manager, freight operations in mid-1970.

Kerang live wires

A live wire social club at Kerang under the leadership of the station-master, Mr. E. Harrison, held the club's annual picnic at a district beauty spot just prior to last Christmas.

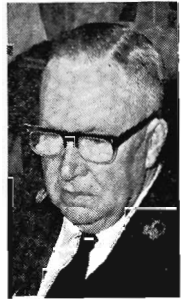
Club membership consists of the local railway station staff and dis-

trict track gangs. The members pay 30 cents each pay-day into a fund which provided, at the picnic, a present for each member's child under 12 years, and a presentation to Kerang railway identity, Mr. W. Smith, transferred to Bendigo. He received an eight day clock, while Mrs. Smith was presented with a large meat tray.

Controlled Bandiana during war

Railway operations at busy Bandiana during World War II were controlled by Mr. G. A. Mountjoy, who retired January 9, 1971, from his position as station-master at Warrnambool.

Mr. Mountjoy was in charge at Warrnambool for nearly three years and was at Bandiana for 10 years of his career. He was also station-master at Castlemaine, Warracknabeal, Sea Lake, Euroa, Birchip, and Watchem. He joined the Railways at Burnley 45 years ago.



Mr. Mountjoy

RETIREMENTS

ACCOUNTANCY BRANCH

Blake, H. T., Passenger Audit, 25/1
Hore, A. J., Cashier, 26/1
Harris, F. M., Inspector of Accounts, 12/1
MacMillan, Mary, Stores and Materials, 21/1

COMMERCIAL BRANCH

Williams, T. G., Watchman, 2/12

ELECTRICAL ENGINEERING BRANCH

Cawkwell, H. A., Lighting and Power Division, 2/3

REFRESHMENT SERVICES BRANCH

Haines, L. V., Central Store, 4/1
Stewart, J. McK., Central Store, 12/2
Bergin, (Mrs.) L., Bookstalls, 28/2

ROLLING STOCK BRANCH

Arlauskas, J., Jolimont, 19/3
Cacek, S., Ballarat North, 26/3
Drake, S. J., Ballarat North, 20/11
Grigson, G. E., South Dynon, 17/11
Harran, A., Jolimont, 13/3
Hayes, W., Ballarat North, 4/3
Helmond, K., Newport, 3/1
Hill, T., Newport, 8/2
Hulse, T. R., North Melbourne, 28/3
Morrish, T. M., Ballarat Loco, 9/12
McDonald, D. M., Newport, 21/3
Oakley, A. J., Ararat, 21/3
Pedder, H. C., Geelong, 11/3
Polglaze, J. J., Newport, 15/3
Rice, E. J., Jolimont, 21/3
Schultz, T. H., Wodonga, 23/3
Tanish, R., Traralgon, 8/3
Wetzler, A., Jolimont, 8/3

SECRETARY'S BRANCH

Colleluori, Q., Head Office, 6/3
Olsen, C. W. L. (Les), Management Services, 29/5/70

STORES BRANCH

Brown, J. E., Spotswood Workshops, 26/3

TRAFFIC BRANCH

Samson, E. H., Melbourne Goods, 6/3
Murray, A. B., Mornington, 7/3
Caruso, A., Melbourne Goods, 9/3
Hill (Mrs.), P. M., Officer, 17/3
Staff, S. N., Traralgon, 20/3
O'Reilly, W. T., Melbourne Goods, 24/3
McLeod, R. J., Brighton Beach, 27/3
McGowan, R. V., Flinders Street 'E' Box, 15/1
Porter, D. J., Upper Ferntree Gully, 15/1
Hirst, W. W. G., Sandringham, 11/2
McSweeney, E. J., Melbourne Yard, 1/2
Hetherington, P. M., Flinders St., 21/12
Hinchliffe, A. J., Oakleigh, 12/12
Mulchay, F. L., Cheltenham, 23/12
Streater, B. A. M., Spencer Street, 7/1
Whight, G., Essendon, 4/1

WAY AND WORKS BRANCH

Ball, V. G., S & T Flinders Street, 6/3
Berriman, E. L., Chewton, 26/11
Bowley, C. C., Ballarat, 22/12
Butron, J. N., Spotswood, 20/11
Carr, J. T., Glenroy, 18/3
Ely, E. A., Spotswood, 3/3
Hardie, J., S & T Dandenong, 16/3
Humphrey, R. C., Maryborough, 16/12
Krapulka, J., Traralgon, 14/3
Lappin, P. E., Wangaratta, 23/11
Maum, J., Croaydon, 11/1
Nicholson, T. R., Korong Vale, 28/2
Orlovsky, W., P.W.M.D. Spotswood, 21/3
O'Maley, N. J., Geelong, 15/3
Siracusa, A., Spencer Street, 17/3
Szydal, J., Broadford, 24/12

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ACCOUNTANCY BRANCH
Miller, L. J., Cash Office, 6/1

ELECTRICAL ENGINEERING BRANCH
Bonsak, E. J., Testing Division, 8/1

REFRESHMENT SERVICES BRANCH
Malkiewicz, (Mrs.) S., Newport Canteen, 20/12
Brooks, (Mrs.) A., Dining Car Depot, 1/1

ROLLING STOCK BRANCH
Bassi, D., Nth. Melb., 13/12
Ferranti, C., Nth. Melb., 24/12
Murray, G. S., Ballarat Loco, 20/12
Russell, H. W., Jolimont, 29/12
Wishart, A. M., Newport, 26/12
Zammit, C., South Dynon, 12/1

TRAFFIC BRANCH
Bonnici, E., Moe, 20/12
Crimeen, H. A., Flinders Street Yard, 25/12
Haberman, F. R., Spencer Street, 11/1
Capona, N., Regent, 15/1

WAY AND WORKS BRANCH
Block, A. R., Ballarat, 3/1
Chiplin, T. F. W., Seymour, 13/12
Conroy, S. E., Bendigo, 4/1
Fogiel, I., Head Office, 12/1
Laurie, A., Head Office, 12/1
Lay, W. R., Seymour, 30/12
Parkinson, A. E. G., Eng. Special Works, 7/1
Wierzbicki, K. S., Engineer of Planning, 13/12

THE INSTITUTE LIBRARY SERVICE

Last month's Institute News included an article outlining a new policy, whereby Institute members located at country centres may now use the library carton service while still paying only country centre subscription fees.

Numerous inquiries that followed this article made it clear that many members are not fully aware of what the library has to offer, or of what their entitlement is; it is hoped that these few brief notes will show all members that the library has something which could appeal to them.

The Library offers a **FREE** service to all members, **WHEREVER THEY ARE LOCATED**.

Members may personally select their books from the libraries at Flinders Street, Head Office, Newport Workshops, or the country centres that have them. Alternatively, wherever they are located, members may choose to have their books sent to them to any metropolitan or country station through the carton service. No charge is made for this.

Members are entitled to borrow up to six books at a time without charge as follows:

- two books from the adult section (fiction or non-fiction)
- two books from the children's section; and
- two books from the hobbies, handyman and technical section

Additional children's books will be made available, free of charge, to members having children in three or more different age groups. All books may be exchanged as frequently as desired.

In addition, up to three extra books may be taken, but a small charge of 4 cents per book is made for books borrowed "over the counter" at any of the metropolitan or country libraries. Extra books by carton service may be had on a subscription basis, at a cost of 85 cents per book per year. This subscription, of course, entitles the member to exchange the books as frequently as desired.

The new policy outlined in January *News Letter* was designed to provide country centre members with a better library service at no extra cost. These members now have the choice of several alternatives. They may:

- continue to use the country centre library,
- choose to use the carton service, or
- use a combination of both services.

For example, most country centre libraries have only a limited stock of children's books and adult non-fiction, and no stock of books from the hobbies, handyman and technical section, but members may now choose to use their centre library for adult fiction, and the carton service for children's books and for books from the hobbies, handyman and technical section. There will be no charge for using a combination of the services, within the limits of the member's entitlement as given. Country centre members requiring books beyond this entitlement, may draw "extra books" either from their centre library (at 4 cents per book), or through the carton service (at 85 cents per book per year). Members are reminded that a library of over 50,000 books is available to them.

SPORT

by OSS. KEATING

Bowls

A.P.I. v V.R.I.

The annual match was played at St. Kilda Bowling Club recently with the "posties" as hosts. The green was in excellent condition and the weather perfect. The morning game proved a triumph for the Postmen who, at lunch, had a lead of 13 shots, scoring 113 to our 100. Our only two winning skippers were Cowling and Winnett, so it was an unhappy bunch of railwaymen who sat down to lunch.

However, after a very cordial welcome by our hosts, and a rousing response by our Deputy Chairman of Commissioners Mr. E. P. Rogan, which revived our flagging spirits, we began the afternoon session determined to make up the leeway. This we did in no uncertain manner, and at the conclusion of play had scored 139 shots to our opponents 93.

Thus, we had a win with an overall total of 239 shots to the Australian

Postal Institute's 206 shots, giving us victory by 33 shots. It was a remarkable recovery to come from 13 shots down at the half way mark to win by 33.

As our captain, Alan Cowling, said on receiving the trophy, the one mail delivery a day must be affecting the "Postie's" stamina.

However, I feel that perhaps the topping up of our bunkers at lunch time and Mr. Rogan's fighting speech were the deciding factors. A great days bowling was enjoyed by all, and as usual the hospitality provided by the Australian Postal Institute was top class.

Transport Industries Tournament

January was a busy month for the Social Bowling Club. In the week following the A.P.I. match we competed in the Transport Industries Tournament, a fixture in which we have enjoyed considerable success, having won the Ansett trophy four out of the five times it has been competed for. This year it was most unfortunate that, due to inclement weather, the tournament had to be called off before all games could be completed. However the winners were our consistent opponents, the Postal Institute, with V.R.I. in second place, and Tramways producing the best rink. It's quite a co-incidence that both times this fixture has been played at the Glenroy Bowling Club, where facilities are excellent, that these have been the two years in which the Railways side has not been successful.

Golf

The following players have been selected to represent Victoria in the Intersystem Golf Carnival to be staged in Sydney in May; Len Barlow (Daylesford), Eddie Brown (Geelong), Stan Climpson (Geelong), Alan Clohesy (Geelong), Alan Collins (Jolimont), I. Dawkins (Benalla), Alby Jack (Bendigo), Jack Kennedy (Head Office), Jack Manning (Benalla), Ian Patterson (Geelong), Harry Tyson (Ballarat), Arthur Walls (Ararat), Harry Whelan (South Dynon), and Barry Williams (Traralgon). The manager is Alan Collins his assistant is Harry Fletcher and, Harry Hawke will be in charge of baggage.

Country Weeks

Railwaymen are again reminded that Country Tennis Week will be played at the Royal Park Tennis Courts from Monday, March 15 to Friday, March 19. Country Cricket Week will follow starting on Monday, March 22 and ending on Friday, March 26. These games will be played at the Royal Park Ovals.

VICTORIAN RAILWAYS

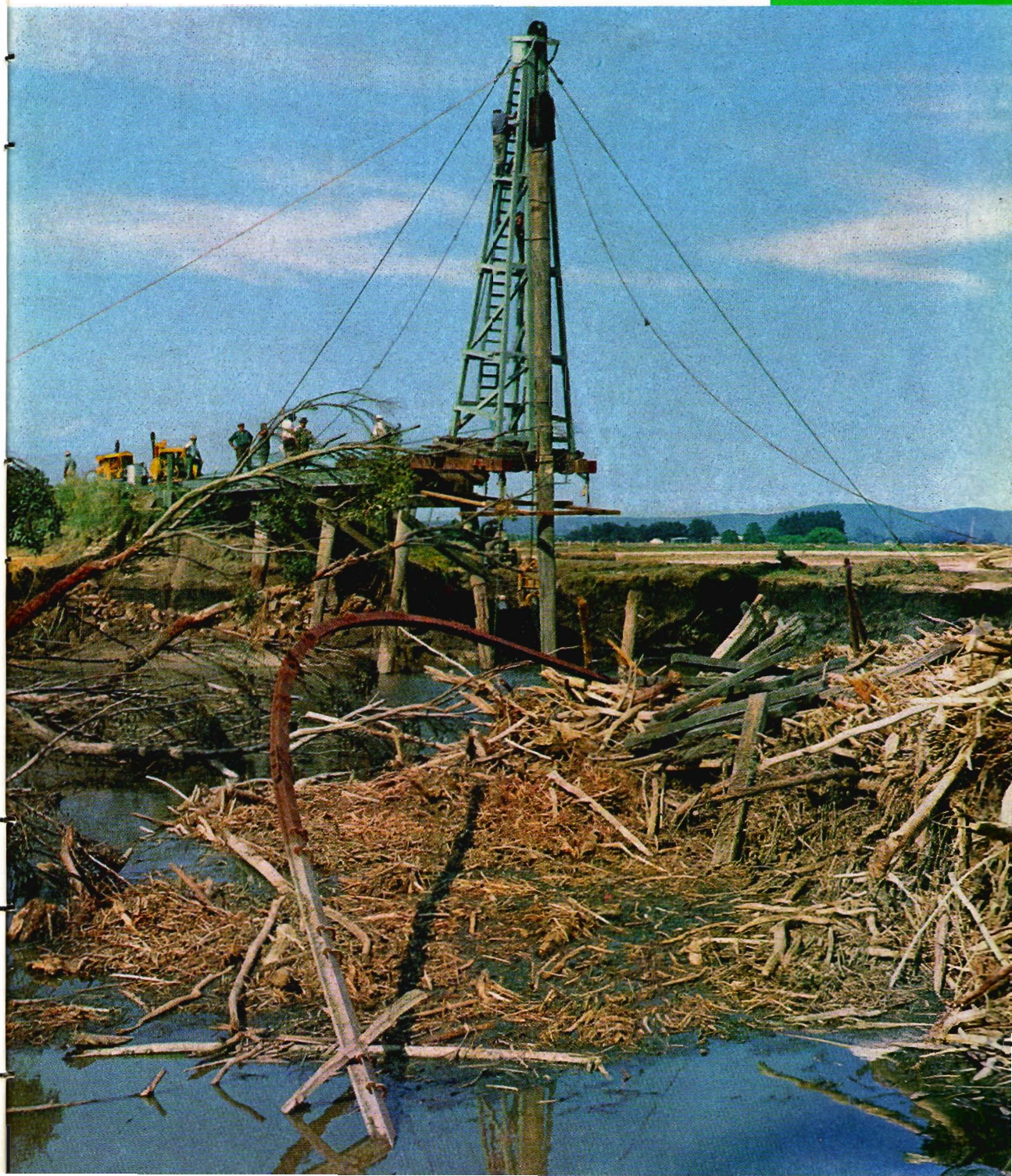
NEWS LETTER

MARCH



1971

10 CENTS



IMMEDIATE VALUE FOR MONEY

Of the estimated \$2,616 million to implement the Melbourne Transport Plan, the public transport sector (trains, trams and buses) requires only a relatively small \$355 million—less than 14 per cent of the total cost.

This small expenditure will so dramatically increase the attractiveness of public transport and its ability to move people that many motorists could be enticed from their cars.

By **immediately and completely** implementing the public transport improvements over a relatively short period, coupled with a smaller expenditure on **essential** freeways (those which do not duplicate the functions of the railway system), the predicted and existing travel patterns could be drastically changed. This change could stave off the immediate need for some of the currently urgent

road improvements, the cost for which has been estimated at more than \$2,000 million.

The changed travel patterns which would follow the **immediate** improvements to public transport would also clearly point out the priority for the remaining road-works.

I am not saying that the allocations or proportions are wrong. What I am saying is that if the Government has to find \$2,000 million for metropolitan freeways within 15 years and another \$2,000 million for other road works throughout the State over the next nine years, then the urgent spending of \$355 million on public transport is a low-cost long term benefit that is real value for money.

G. F. BROWN.

MORE MONEY THAN SENSE

Melbourne's motorists, it seems, have no regard for economics. Figures given by the *Financial Review* show that motorists are queuing to get permanent parking spots in the city's big car parks, and that they are paying between \$17 and \$30 a month for them. The average cost is \$27.

In contrast, monthly rail fares to Melbourne show colossal savings over these parking costs. Sample rail fares are: from Rosanna (9 miles) \$10.20; Ringwood (15½ miles) \$12; Frankston (26½ miles) \$13.80; and Geelong (45 miles) \$15.70.

Taking parking costs alone, the average Melbourne motorist who has a permanent parking spot, could save over \$100 each year by travelling by train. If running costs were taken into consideration, too, the savings would be far greater.

BOX HILL STATION COMMITTEE

A committee of business men and transport officials has been formed by the State Government to plan the redevelopment of Box Hill station.

The Minister of Transport, Mr. Vernon F. Wilcox, M.P., said that the redevelopment plan called for a 20-bay bus terminal, a two-level car park for 450 cars, and shops and offices above a new railway station. The station would be lowered to

eliminate the Station Street level crossing.

Chaired by the executive director of the Metropolitan Transportation Committee, Sir Robert Risson, the Committee consists of representatives from the Victorian Railways, Box Hill City Council, Box Hill Chamber of Commerce, the Bus Proprietors' Association and the Country Roads Board.

"BORDER HOPPING" TO INCREASE

An increase in "border-hopping" by road transport firms was predicted by the Victorian Transport Regulation Board in its report to the Board of Inquiry into land transport in Victoria.

The Board stated that Victoria was the worst hit of the States by court decisions backing Section 92 of the Constitution, which guarantees free trade between states.

Road transport operators escape the permit and licence system, and registration fees, by crossing borders to deliver goods to towns as far as 100 miles inside the State border.

An example of a wool clip from the Heathcote area being trucked to Melbourne via Moama—an extra 124 miles—was cited.

(A map showing the present extent of "border hopping" is shown on page 43—Ed.)

The Board said it could see no way of halting this trend.

Discussing the transport industry, the Board said that "low cost to users is not synonymous with efficiency".

The bankruptcy rate amongst road carriers was second only to the building industry, it said.

RAILWAYS DO BOOST VALUES

While increasing property values are a feature throughout Sydney's suburbs, the greatest increases are happening along the route of the eastern suburbs railway.

Critics of the Melbourne Underground Loop financial arrangements, who claim that property values will not increase, should look closely at Sydney's experiences.

"The eastern suburbs railway is partly the cause of the Kings Cross boom, and it is pushing property values up at the main centres along the line," reports the *National Times*.

COMMITTEE FUNDS FOR NEW STATION

The Wells Park Station Provisional Committee is seeking \$90,000 to build a new railway station between Frankston and Seaford.

The committee was formed after the Railways said that a new station would be built if half the cost was raised outside railway sources. This was the financial arrangement that enabled Hoppers Crossing station to be built.

Members of the committee say that the station is urgently needed and that local bodies are behind any moves to have the station built.

INDUCTION COURSE

A "know your railways" course for all new junior salaried staff has been put into operation by Education Officer, Bill Hunter.

Aims of the course are to make new staff feel part of the organization and to acquaint them with some of the problems they will have to deal with.

The two day course is packed with visits to installations and features a free exchange of comments.

Reactions and comments are helping the new staff to know the railways better and convince them that they can contribute to the system's efficiency.

FRONT COVER

Repair work in progress on the flood-ravaged railway viaduct into Orbst. This was one of four points where railway bridges were washed away on February 6. The line reopened on February 26. Details of the flood are on pp. 38-41.

Based on addresses given by Mr. G. F. Brown, Chairman, Victorian Railways Commissioners, to the Institute of Engineers and various Rotary Clubs in Melbourne, an answer is given to the often raised question :

"WHY DO OLD TRAINS STILL RUN IN MELBOURNE?"



HARRIS TRAIN
1956—71
60 trains
430 carriages

TAIT TRAIN
1910—53
86 trains
603 carriages

SWING-DOOR TRAIN
1887—1907
8 trains
62 carriages

ORDERED: STAINLESS STEEL TRAINS 1971 — ? 50 trains 300 carriages.

The Victorian Railways do not take pride in the fact that they are still operating wooden-bodied metropolitan trains. They are even less proud of the fact that this out-dated, inefficient rolling stock comprises two-thirds of the metropolitan fleet.

How did this situation arise ?

The answer is to be found in the 28 lost years, 1928 to 1955, in which practically no metropolitan carriages were built.

The legacy of these wasted years is one of the biggest problems facing the railway administration today. It is a problem that has only one answer: increased financial allocations for new carriage construction.

Metropolitan fleet

Between 1910 and 1918, a large number of "Tait" wooden-bodied carriages with sliding doors was built for the existing steam-hauled suburban service. Starting 1918, they were converted for electrification. Most of these carriages still carry passengers—as do some even earlier swing-door carriages ("dog-boxes", as the public calls them).

Following electrification, there was a six year period—from 1922 to 1927—when more "Tait" carriages, were built.

Then came the 28 lost years when only a handful of new carriages appeared.

This period took in World War II, when, other than for essential maintenance, the railway workshops were fully occupied in the war effort. The few carriages built between 1944 and 1953 met, in a small measure, the expanding traffic.

The "Elliot Report"

In 1949, because of obvious debilitation of the Railways following the war years, the Victorian Minister for Transport, the late Honorable W. S. Kent Hughes, invited Mr. (later Sir) John Elliot, Chief Regional Officer of the Southern Region of the nationalized British Railways, to visit Victoria and investigate the organization and administration of the Victorian Railways.

Mr. Elliot reported: "**The Railways are in fact, and must continue to be for many years,**

the backbone of the State transport system. They must be re-equipped to convey as much traffic as possible with the maximum degree of efficiency."

Recognizing the run-down condition of the system, Mr. Elliot recommended a 10-year, \$140 million programme of capital expenditure; he proposed that \$70 million be spent on new rolling stock, including 300 suburban carriages with a further 140 carriages to be built in the ensuing 10 years; in all, 440 new metropolitan carriages in the 20 years to 1969.

At this stage, the average age of metropolitan carriages was 37.7 years, whereas the economic life is 35 years.

To bring his recommended replacements to the realms of financial practicability, however, Mr. Elliot used 60 years as the maximum age.

Observing that a lot of money was involved, he pointed out: "with all emphasis at my command, I can only affirm that if these orders are not placed as soon as possible, for steady delivery over the next 10 years, the ultimate price which the State and the

people of Victoria will pay in transport, inefficiency, delays and final breakdown of rail transport, will be heavier."

Unpredicted growth

It was nearly seven years later—1956—before the first of the modern replacements, the blue "Harris Trains", rolled on to the tracks.

In the 14 years to 1969, 60 "Harris Trains" and 10 additional motor carriages—a total of 430 carriages—were built, nearly achieving the target set by Mr. Elliot. However, the upsurge of long distance suburban travel following the unpredicted post war outer suburban housing development had, in the meantime, created such a demand for additional peak

trains that only 28 of the old trains could be scrapped.

The result was that the replacement programme fell further into arrears with two-thirds of the metropolitan carriage fleet still represented by outdated and inefficient vehicles with an average age of about 55 years.

The graph's details of carriage building between 1910 and 1969, pinpoints the lost 28 years.

To maintain an efficient fleet of 1,120 metropolitan carriages, with an economic life of 35 years, at least 32 carriages per year should be built for replacement. Requirements for extra traffic would, of course, be additional.

Peak traffic demands

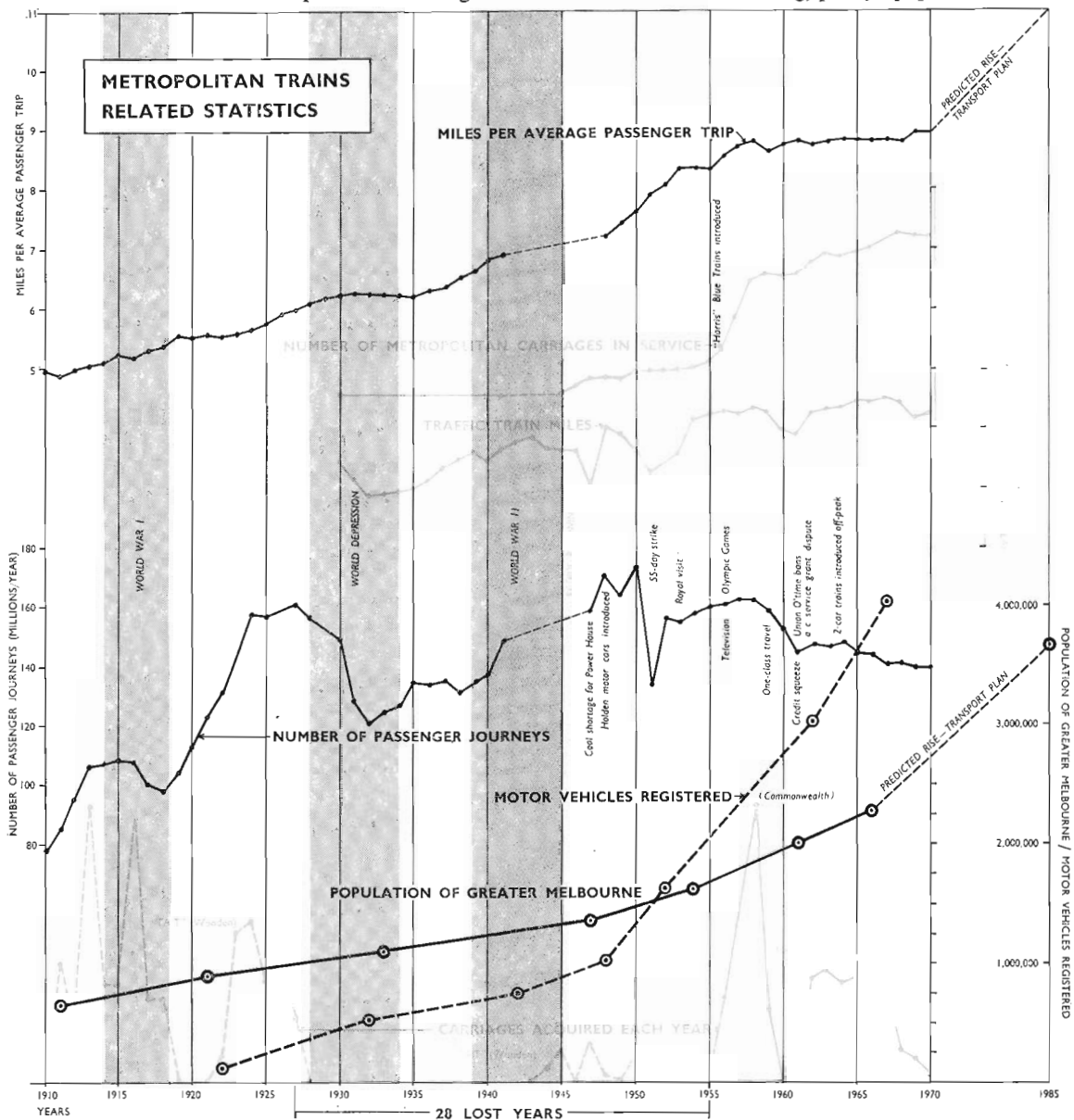
Although the total number of

passenger journeys has decreased since 1950, the number of carriages in service, as well as train mileages, have grown steadily to meet the increasing morning and evening peak demands of a travelling public, increasingly living further away from the city centre.

In the two peak periods, 138 trains now operate daily whereas 20 years ago only 108 were required. The graph details train mileages, passenger journeys, population growth, etc.

Money worth less

Each year, the State Treasurer allocates Loan Funds for new works and renewals, including tracks, signalling, plant, equipment and rolling





Melbourne's most common metropolitan stock, the Tait trains, were introduced when services were steam-hauled.

stock. Despite the reducing purchasing power of the dollar, these funds have been at a fairly constant level since 1951-52.

This factor has a most important bearing on the ability of the Railways to replace out-dated carriages still running on the metropolitan lines.

N.S.W. Railways annual reports show that their loan allocations have continued to rise from approximately \$20 million in 1951-52 to \$35.5 million in 1968-69—a more realistic approach to the problem of inflation.

Higher running costs

Victoria's old metropolitan carriages carry less passengers and weigh more than their modern counterparts.

The extra electrical energy required to drive them represents wasted money each year, as most of the power is used to move the weight of the train, not the passengers.

Maintenance of the old wooden-bodied carriages, with their many

windows and doors, is much higher than for the blue carriages.

Modern trains substantially reduce operating and maintenance expenses, thus offsetting their initial cost.

Future planning

The Metropolitan Transportation Committee has stressed the need to update the Railway system as a necessary and associated part of tomorrow's balanced transport scheme; the alternative is roads choked by increasing road transport, far more expenditure on costly central business district parking facilities, and increasing air pollution.

At present, the Railways are having built 50 new metropolitan trains, at a cost of \$600,000 each.

These trains will incorporate forced air ventilation, heating, self closing doors, and bogies designed for smoother running. Seats will make vandalism more difficult; tinted glass windows will eliminate glare.

The new carriages of fluted stainless steel with sloping ends to give a

streamlined appearance, will need no costly painting. Ample insulation will keep noise down and maintain a comfortable temperature.

Operating in combinations of two, four, or six carriages, the new trains will provide efficient off-peak services.

Funds control delivery

The rate at which these trains are provided will be measured by the rate of loan allocations by the Government.

Having regard to the 28 lost years, the Railways hope these trains are provided as quickly as possible, and that they are followed by others incorporating the latest developments in design and construction to replace the whole of the out-dated carriages.

Only then will the Railways be able to supply the standard of service that the public has the right to expect, and at the same time take full advantage of the opportunities offered by modern technology to minimize maintenance and operating costs—and fares.

“THE OVERLAND’S” CAFETERIA CARS



Cafeteria car Stewardesses (left to right) Anna Sawczuk, Marjorie Ellis, and Supervisor Betty McAviney, attend to counter sales in the new car.

“The Overland’s” new air-conditioned cafeteria cars for economy-class passengers were added to the trains’ consists on February 22.

The cafeteria car provides light “take-away” refreshments in the evening and in the morning.

Passengers take food, on disposable plates, back to their seats. A paper bag for scraps, etc., is given to each customer. Receptacles for the scraps have been placed in the carriages, but have been largely ignored, prompting the Department to print a notice for each seat, in English, Italian and Greek, which not only gives details of the service but urges use of the receptacles.

The serving area and food preparation section occupies about half the seating area of an existing saloon-type carriage.

The cafeteria cars complete the updating of “The Overland” to meet the needs of the ’70’s.

ORBOST FLOOD

Over \$200,000 damage was done to railway installations by Orbost's most damaging flood during February.

In eight hours, the Snowy River rose from 19 ft. 4 in. to 34 ft. Its flood front was more than a mile wide.

To try and save goods, a train went to Orbost to clear as many wagons as possible, but was stranded.

Five railwaymen had to be rescued by helicopter; two rode a mobile crane to safety.

As usual, railwaymen pitched in, uncomplainingly, to restore the rail connection.

Here, railwaymen from the Orbost area tell their stories of the February flood.

Kept supplies moving

Traffic Branch chief-of-operations at Orbost was Eastern District Superintendent Stewart Rae.

Orbost station area was covered with debris and silt feet deep when he arrived.

"It was like walking on snow; it looked solid but it wasn't," Mr. Rae said. "Underneath were water holes up to 5 ft. deep".

Mr. Rae's first task was to get the station and goods shed repaired. A communication base was established in the station area, using walkie-talkie radios to a telephone post on Newmerella Hill.

Next requirement was to get traffic into and out of the town. Nowa Nowa was made the railhead and goods were brought by road to the station, then taken into the town after CRB operations ceased each night. Groceries were the main goods handled.



Mr. Rae

Arrangements were made to clear loading (mainly timber) from the wagons at Orbost and to rail the timber, which normally went from Orbost, from Bairnsdale.

Able assisted by Traffic Inspector Graham Lester and the Orbost station staff, Mr. Rae was able to get traffic flowing smoothly, even though the trains weren't operating.

Mr. Rae spoke highly of the way in which the staff rose to the occasion and met the needs of coping with alternate arrangements during the restoration period. "The time went quickly," he commented.

Floods throughout summer

Eastern District Engineer Angus Park, has spent much of this summer repairing flood damage.

As early as November, he was directing repairs to flood damage at Cowwarr.

Mr. Park considers the Traralgon-Maffra line to be the most flood prone in the State.

For a lead up to the Orbost floods, Mr. Park's duties from Tuesday, January 26, were: Tuesday, attend to buckled rails at Nar-Nar-Goon; Wednesday, Beaconsfield derailment; Friday night until the following Thursday, flood damage at Cowwarr, Heyfield, and Stratford; then, Saturday, to Orbost.



Mr. Park

Many of the workers at Orbost also worked with Mr. Park on the lead-up days to the Orbost flood.

"These fellows work in any condition when needed, and, while most of the work they do in normal times goes unnoticed, this is one time their efforts will be widely known and appreciated," Mr. Park said.

Helicopter rescue

Orbost's Stationmaster, Mr. George Pryor, was one of five railwaymen rescued by helicopter.

"About 3 in the afternoon water started flowing through the station yard," Mr. Pryor said. "In 10 minutes it rose 3 ft.

"There was a train coming down from Waygara and we hoped it would get to Orbost before the floods covered the line.

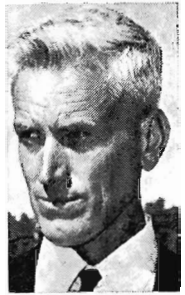
"Loaded wagons were pushed on to the bridge between the station and the highway crossing, and the locomotive was going to try and pull them back to high ground.

"The train arrived about 4, but by then it was unsafe for it to

continue, or go back, so it was left on high ground.

"In the short time we were at the train, the water had risen higher and was flowing swiftly through the station area.

"We could not get back to the station to ring to be rescued, so we waded through water to the concrete company's area, broke in, and called the police."



Mr. Pryor

Mr. Pryor said that although at the area they were knee-deep in water, the actual level in the area was higher, but the wagons in the yard acted as a breakwater.

About 5, an Esso-BHP helicopter landed in one of the few areas left above water and lifted the five railwaymen to safety.

Mr. Pryor considers that if the wagons in the yard had not acted as a breakwater, damage to the station would have been worse.

The other railwaymen rescued by helicopter were A.S.M. Stuart Muller, Yard Assistant John Cowell, Guard Wally Dwyer and Fireman Alan Waite.

Started community relief

Assistant Stationmaster Stuart Muller, found time to help those hardest hit by the floods.

Particularly moved by the plight of an aged TPI pensioner whose tiny hut on the river bank was destroyed in the flood, Mr. Muller suggested to the locals that a community effort be made to build a new hut for him.

Townpeople responded and donated building materials and labour. As early as 5.30 some mornings, Mr. Muller, with or without helpers, could be found at the site of the new shack.

"We've built this shack closer to the bridge so the fellow doesn't have so far to walk to the town," Mr. Muller said.



Mr. Muller

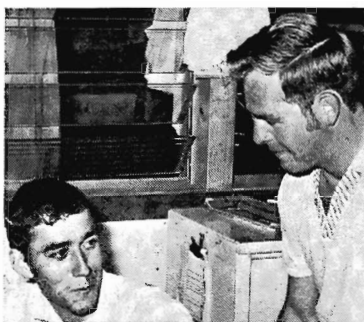
"He has lived here for about 23 years and this is the first flood that has destroyed his home".

Giving his version of the flood scene, Mr. Muller said that the flooding in the station area was preceded by an exodus of rabbits, rats, cats and mice, and one snake. "A small brown one," he added.

He enjoyed his first helicopter ride, but expressed concern at the attitudes of some people through the flood period.

"Among sightseers who came to the station area when it started to flood was a toddler of about three who was brought along by an older child. When police returned them home, their parents admitted that they had not known where their children were."

Rode crane to safety



Mr. Rix has a quick word with Mr. Perez (seated) about their crane ride.

Goods Clerk Joe Perez and Station Assistant Robin Rix had a lucky escape when they took Orbost station's mobile crane to safety, after water started flowing through the yard.

The mobile crane easily got through the 3 ft. of water covering the road to the bridge, but on the other side of the bridge, an SEC pole, wedged between road marker posts, blocked the way.

Using the sling on the crane, the pole was dragged free. Freed from between the posts, the pole was swept away together with the sling by the swirling floodwaters.

Mr. Perez said: "Fortunately, the sling didn't hold; otherwise the crane may have gone too."

Further along the road, a fallen tree blocked the road.

"With no sling, we had no choice but to try and drive over it," Mr. Perez said. "Luckily, the tree was rotten, and crumbled beneath the crane's wheels."

Mr. Rix had to be in Orbost that night for a friend's wedding.

"It took me until the reception to calm down," he said.

Robin Rix was a boxer of some note; he won the Victorian Amateur Featherweight Title four years running—1963-66—and was beaten for the 1967 title by Lionel Rose.

Air search

Goods Guard Wally Dwyer was on the stranded train.

"When we got to Waygara, we were told that the flooding was likely to be bad and for the train to come down and pull as many wagons as possible on to high ground on Newmerella Hill," Mr. Dwyer said.

"We got to the bridge about 4 p.m., water and debris were at rail level.

After leaving the train on high ground, Mr. Dwyer, some of the station staff, and the train's fireman, Mr. Alan Waite, clambered along the sides of the wagons on the bridge to get to the concrete company's area.

After being lifted out by the helicopter, Mr. Dwyer later took part in an air search for a farmer who was swept away by floodwaters near Marlo.

In later flights over the area, Mr. Dwyer said it was frightening to see packs of sharks tearing at carcasses of animals swept out to sea.

"I think it'll be six months before I go swimming again," he mused.

Bridge moved under train

The stranded train's driver was Mr. Tom Keely.

On his way to work on the morning of the floods, he checked the river gauge and anticipated a flood. He suggested to the station staff that



Mr. Dwyer



Mr. Keely

"When we reached the crossing, the bridge ahead, with wagons on it, was flexing too badly to venture on it. It was the same with the bridge we had just crossed.

"The guard and fireman went into Orbost while I secured the train.

"By the time I finished, the bridge into Orbost was flexing too badly to safely clamber along the wagons to reach the yard, so I went back across the long bridge towards Newmerella.

"It was frightening crossing the bridge while hearing and seeing trees slam into the debris piled against it, then feeling the bridge shudder.

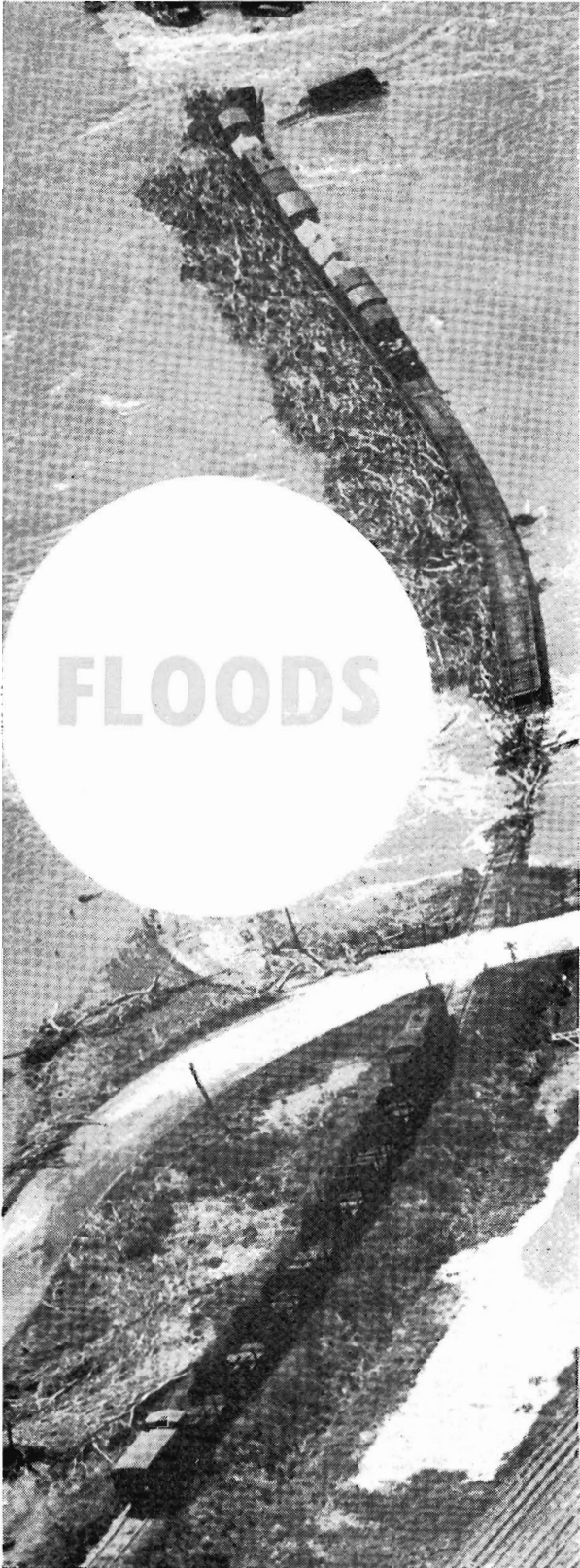
"The water must have been flowing at 30 m.p.h.," Mr. Keely contended.

A rescue boat tried to reach him but became entangled in fences. He then went to Newmerella where he stayed until the following Monday.

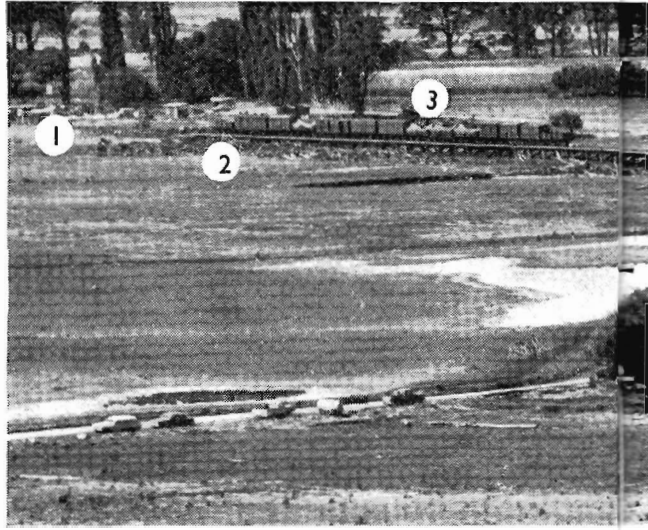
Wagon clean-up



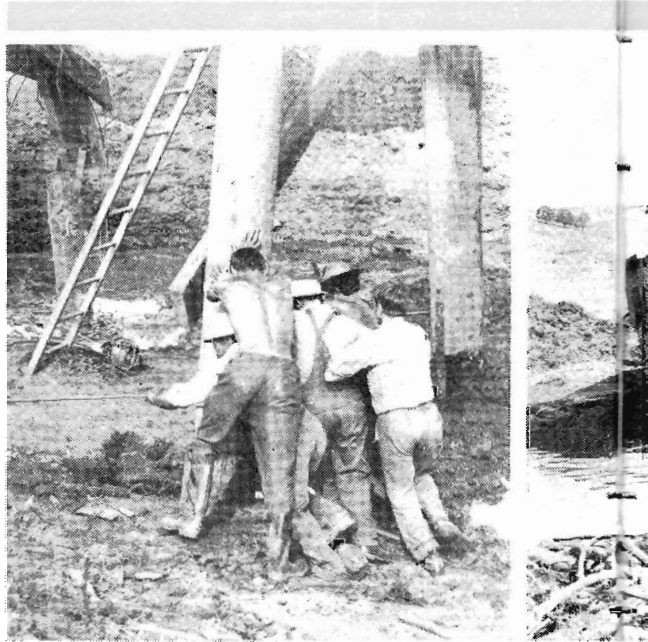
After the flood, every wagon in Orbost yard—more than 100—had to have its brake gear and axle boxes examined and cleaned of silt. Going about their monotonous task in a flood damaged road when *News Letter* visited the area, were (from right to left) Traralgon Depot Foreman D. Robson, Train Examiner D. Westland, Fitters Assistant M. McDermott and Train Examiner R. Haines. A fifth member of their group, Train Examiner C. Dickenson, is not in the photograph.



FLOODS

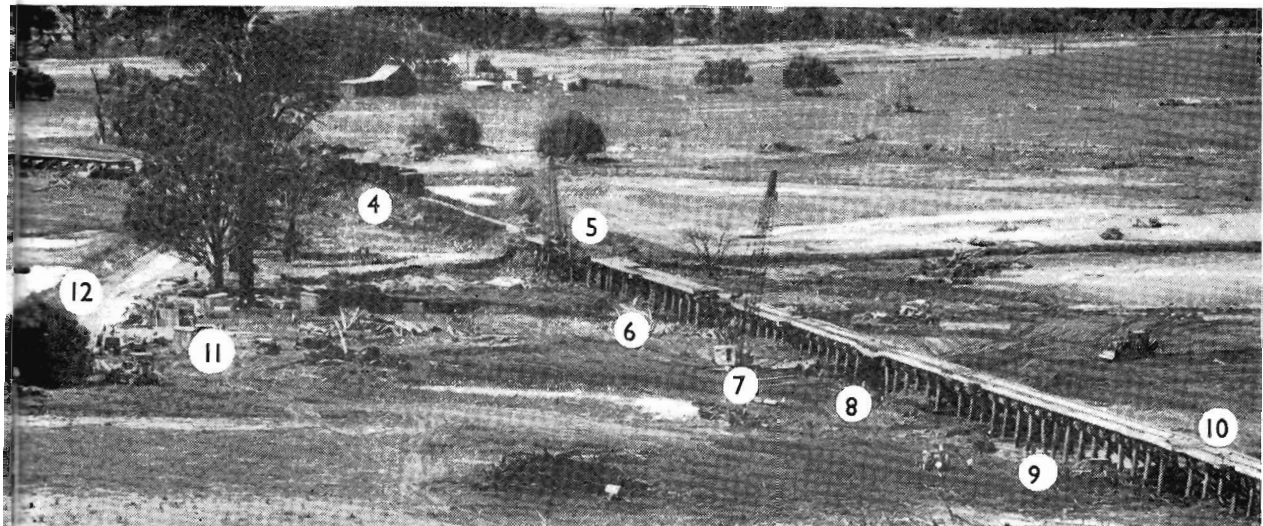


(Left) FLOOD FURY. "The Sun" photograph shows a train car (Above) AFTERMATH. Another view of the stranded train and rail bridge; 4, stranded train; 5, six bridge piers washed away and pile away; 7, crane assisting with bridgework; 8, piers undermined and piles dislodged; 10, decking damaged and piers dislodged; 11, work (Right) RESTORATION. Bulldozers prepare a replacement embankment and smaller viaduct.

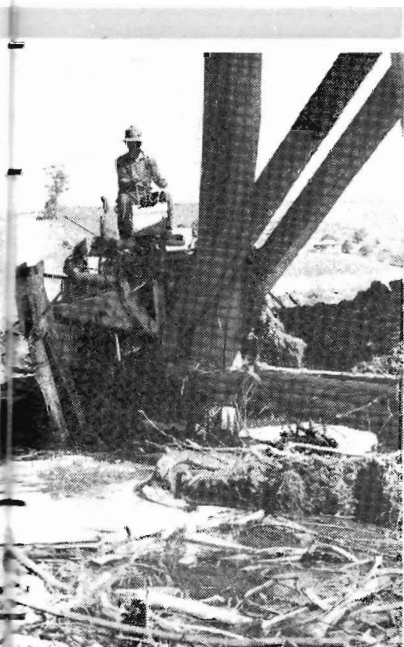


MUSCLE AND HORSE POWER. The Cowwarr Bridge Gang (left outside picture) a bridge pile into position for splicing. Note how it has been dislodged by the flood. (Above) Clearing debris from water necessary before piles could be inspected, repaired.





stranded at Orbest on a flood-cut bridge. Railwaymen set about restoring the line. Debris at bridge; 3, wagons stranded on mile-driver at work; 6, four piers washed and washed away; 9, deep scouring and works materials site; 12, Princes Highway. Embankment between the station yard and



(left), manhandle (helped by a bulldozer, show the pile to the left of the ladder has been filled scours up to 20 ft. deep was cleared and scours filled.



REFUGE. Seven valuable horses made the railway into Sale a refuge during the January flood. Early on January 31, Rosedale Stationmaster, Mr. L. Pitts, was told that several horses had sought safety on the railway embankment between the Thompson River bridges near Sale. Rosedale Ganger, Mr. J. Hartigan, went to the scene, calmed the horses and flagged trains through at low speed. Mr. Hartigan spent several hours at the scene as one of the brood mares was heavily in foal and in danger of injuring herself. Next morning, with flood-waters still high, Sale police, with the aid of Army ducks, safely removed the horses.

In the last issue, the Commissioners' recommendations to the Board of Inquiry into Victorian land transport for streamlining country rail passenger services, within its terms of reference, were stated. This issue details the more involved and complex field of freight operations. The underlying theme of these recommendations was the same as for the passenger submissions, stated last issue, and repeated below.

TRANSPORT INQUIRY

GOODS RECOMMENDATIONS

High traffic volume was essential to justify a high quality rail service unless the community was prepared to meet a substantial financial shortfall, the Commissioners said.

The importance of volume on railway unit costs, rather than distance or type of commodity, seemed to have been overlooked in past consideration of the proper role of rail and road.

The many new railways built to serve the mineral and coal deposits in Western Australia and Queensland had all been based on the superiority of rail over road when volume loading was available.

Section 92 and "border hopping"

The Commissioners said that the decision of the Judicial Committee of the Privy Council in 1955, that Section 92 of the Commonwealth Constitution freed interstate road transport from State licencing laws, had a pronounced effect on railway systems.

It could be said that the decision provided an impetus to the standard-

ization of intercapital railway gauges and modernization of rolling stock and other facilities; and was at least partly responsible for the great upsurge in railway traffic between capital cities in recent years.

Victoria suffered more than other States with "border-hopping" (see map). For over 15 years, "border-hoppers" had undermined Victoria's system of transport regulation by claiming protection of Section 92, and any alternative regulatory system would have to face limitations of effectiveness through Section 92.

This did not mean that transport regulation should be abandoned; it merely placed practical limitations on the nature and extent of such regulations.

The submission contained figures of a Department of Motor Transport, (N.S.W.) check on Hume Highway road transport passing through Marulan with loading being carried between Sydney and points south of Albury. This showed that for 1969, rail gained about 52 per cent of the net tonnage.

Any suggestion that, because the Victorian Railways operated profitably in open competition in the interstate sphere, further extension of road competition within the State would not be detrimental, was easily refuted.

The average traffic density on Victorian lines (including "Border Railways") in 1969-70 was less than one-fifth of the density on the two interstate lines, and the average cost per ton-mile for intrastate journeys was approximately double the interstate figure, the Commissioners explained.

This low overall traffic density, and consequent higher average cost per mile, clearly showed that within the State there was just not enough tonnage available to allow the luxury of duplicated services.

Because of the highly competitive conditions, rail rates per ton-mile for intersystem traffic were low. With near ideal operating conditions—full trainloads moving without interruption from origin to destination—and

high annual tonnages, unit costs were also low making the traffic profitable.

Although rail and road were both operating profitably on the high-density Melbourne-Sydney route, the community could still gain, by reduced cost in resources consumed, if more tonnage was transferred from road to rail, where the direct or incremental cost of handling extra tons was extremely low.

Concentration of more traffic on intrastate main lines would enable rail unit costs to be reduced towards the intersystem level.

Ideal situation

The Commissioners claimed that the ideal transport situation, from an economic standpoint, was to concentrate as much tonnage as possible on rail over routes of high traffic density between major points of traffic concentration and leave the rest of the traffic task to road.

The position with rail, in any given traffic situation, was that an increase in volume would result in a less-than-proportionate increase in costs, while a decrease in volume would result in a less-than-proportionate reduction in costs.

At present, the railways had the capacity to handle considerably more business without incurring major capital expenditure in duplicating facilities. The capacity of existing facilities could be increased by such means as extension of centralized traffic control, which also reduced operating costs.

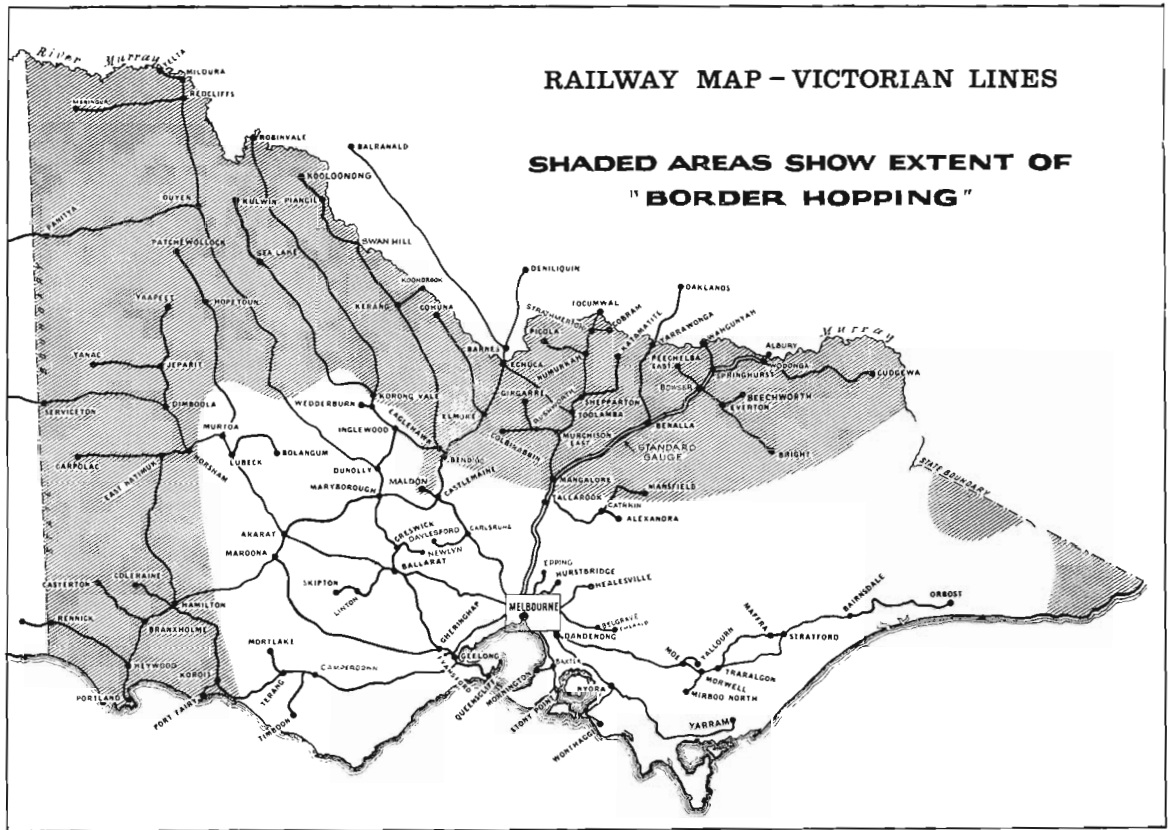
In making their recommendations on the carriage of goods, the Commissioners said that the economically ideal situation could be approached, and wasteful duplication avoided, by:

- (i) protecting rail against road competition for most classes of traffic over selected routes of high traffic density; and
- (ii) giving rail freedom to withdraw services on routes where it could be shown by economic analysis that road, co-ordinating with rail at points of major traffic concentration where efficient rail/road transfer facilities were provided,

UNDERLYING THEME

The underlying theme throughout the V.R. submission was that *"rail will withdraw from competition with road on routes where the total traffic is so small that road becomes the low-cost producer; on such routes it is the provision of rail services that represents wasteful duplication."*

"On the other hand, on high density routes where rail unit costs are low, unrestricted road competition, based on what road operators are able to charge for selected classes of traffic rather than on a comparison of true community costs, represents wasteful duplication of service and should not be permitted."



RAILWAY MAP - VICTORIAN LINES

SHADED AREAS SHOW EXTENT OF
"BORDER HOPPING"

could handle the total traffic task at a lower total cost than the present duplicated services.

The Commissioners emphasized, however, that parts (i) and (ii) were complementary. *The effectiveness of withdrawal of branch line rail services in reducing costs was dependent on the traffic continuing on rail on the main line, high density-portion of the haul.*

Transport's basic needs, the Commissioners claimed, were safety, speed, regularity, reliability and flexibility.

The carrier should not be required to offset shippers' inefficiencies, such as shoddy packaging, failure to observe a proper lead time in ordering, reducing warehousing and by so doing imposing avoidable sudden surges.

The Commissioners pointed out that the transport-using public, being unable to distinguish between charges and costs, came to the conclusion that the community was best served by having rail and road services operating side by side, each carrying the classes of traffic for which its charges to the user were lower.

In fact, such direct competition concealed many elements of community cost and resulted in wasteful

use of resources—not withstanding the fact that under certain conditions both rail and road operators could be making a profit in the business sense.

Common carrier

As the sole common carrier in the State, the Victorian Railways were required to handle whatever type of traffic was offered, irrespective of quantity. Traditionally, railway tariffs related to value of service with a view to making total traffic cover total costs. As any quantity must be accepted, the return might bear little relationship to the cost of the service provided. Many small towns entitled to a regular service did not have sufficient traffic to attract road operators. The railways provided a regular scheduled service irrespective of the quantity of goods offered. This could result in revenue for, say, two tons, but the gross weight, which determined the cost of the output, could be over 11 tons.

Economically, this was not the sphere of railway operations but the whole transport task had to be performed, and, as a public utility, the railways were cast in an inefficient and unnatural role because the task was not attractive to road, the Commissioners pointed out.

With road transport, a truck and a driver were the unit of movement, and, generally, their operations were confined to routes and/or commodities where capacity or near capacity loading was regular. The road operator, being able to pick and choose his traffic, was able to undercut rail charges for higher-rated classes of traffic.

The publication "The Economics of Transport—1963", by M. R. Bonavia, clearly explained this situation:

"It is argued that just as the haulier takes off the 'cream' of the railway traffic and leaves the unprofitable residue, so the private trader will carry the higher rated goods in his own vehicle and save money thereby; but he will nevertheless expect the public transport agencies to be maintained to carry any goods which it is not convenient for him to handle. The load factor of public transport agencies will be reduced, their average costs will rise and hence the rates on the traffic which must go by public transport agencies will be kept up."

The Commissioners added that if greater freedom was granted to road transport, the railways should be relieved of its common carrier obligation.

Road industry

If a comprehensive and reliable road service was to substitute for rail, the capacity and ability of the operator must be critically assessed.

Discussing the road industry, the Commissioners said that a small number of large and powerful firms sub-contracted to road, rail and sea, and were fast getting to the stage where they became the allocators of interstate traffic between the three modes, playing one against the other to force rate concessions.

As the railways were unable to provide a door-to-door service, they were severely handicapped because the attraction of the "forwarder's" business was that a single agency was responsible for the whole transaction.

In the present highly competitive situation, the Commissioners claimed they should be free to run their own road vehicles as an adjunct to the rail services, to strengthen their bargaining position.

The efficiency of the transport industry as a whole was being affected by the absurdly easy entry into the trucking industry.

Anyone who could raise the deposit on a truck, pay registration and \$4 for an "as of right" licence from the Transport Regulation Board could set himself up as a professional carrier. If entering the interstate field, it was not necessary to obtain a licence, register the vehicle or even inform the Transport Regulation Board of his existence.

There was no check on financial stability, character, or business ability; the statutory requirement was a motor truck driver's licence.

Many of these fringe operators found themselves in the Bankruptcy Court shortly after cutting rates to an uneconomical level to gain business in a very competitive industry, and without having a proper appreciation of their long term costs.

During their stay in business, they did great harm to soundly-based carriers and to the railways who had no alternative but to try and match their uneconomical charges to retain traffic.

The road transport industry, itself, was concerned about the easy entry into its industry.

Rail and road

With few exceptions, the Commissioners contended, an economic separation between the functions of rail and road would not be found in a division based on classes of goods.

The economic sphere of railways' operation was a specialized one of bulk carriage on high-density routes

between points of traffic concentration, they claimed.

In most cases, rail would be complementary to the operation of other transport modes at one or both ends of the high-density route, and, as such, the actual classes of goods became a minor consideration.

Interstate freight services carried large tonnages of high grade general merchandise as well as steel, motor cars, containers and perishable classes of traffic. Much of this tonnage comprised types of goods which road interests were expected to claim should be handed over to road transport within the State.

For many classes of goods, the Commissioners claimed, there was insufficient difference between rail and road quality to allow the economically wasteful situation of duplicated services

From the safety angle, they contended, petroleum products should be moved by rail wherever possible, as dangerous goods were far safer on rail than on roads, particularly through populated areas.

(The recent example of the petrol tanker that overturned and set fire to surrounding buildings at Hornsby, N.S.W., confirms this—Ed.)

With superphosphate, road was free to carry within 100 road miles of Melbourne, Geelong and Portland. The Commissioners said that if the railways were given all superphosphate traffic, the additional revenue from this 100-mile radius area, based on an average haul of 55 miles at \$1.85 per ton, would reach $\frac{3}{4}$ million per annum, and rail unit costs would be reduced. It was relevant, they said, that rail was carrying superphosphate to areas within 50 miles of its manufacture.

The Commissioners pointed out that road transport interests had been seeking extension of the 25 miles radius for "as of right" licences to 50 and 60 miles. High volume loading, available to and from the big country centres, would be affected if this was granted.

For instance, in 1969-70, rail carried 1,549,000 tons for \$4 million revenue entirely within a 50-mile radius of the Melbourne G.P.O.

The Commissioners strongly urged full consideration of the hidden, but real, costs of congestion, pollution, accidents, and policing that would follow more commercial traffic on the road system within 50 miles of Melbourne.

Considering pollution alone, even where electric traction was not available, the exhaust emission per ton-mile of output from a diesel locomotive was only a fraction of the most efficient road vehicle.

Recommendations

The Commissioners recommendations on goods were:

- that as it was hard to find any logical basis for the distinction between the "ancillary" operations of the primary producer (ED licence), who had complete freedom over the whole State, and other undertakings which were limited to vehicles of less than four tons capacity and to a radius of 50 miles, any primary producer requiring a larger vehicle or to operate in a wider area should have to satisfy the Transport Regulation Board that the operation was justified. As well, the vehicle should be limited to carrying his own produced commodities;
- ancillary (EG) licences—which enabled firms to carry their own goods—could not fulfil the test of economic advantage to the community, as these licences were able to be exploited to the detriment of public transport;
- that the "as of right" grant of EH licences for perishable goods, petroleum products and livestock, which could not be refused, was too sweeping and should be brought under the control of the licencing authority;
- the present freedom of approved decentralized industries (EI licences) should be curtailed and the obligation to show need as required be substituted;
- abolition of the clauses relating to the exemptions from road maintenance charges for vehicles carrying certain goods. As these vehicles were allowed to run over all roads without any contribution to maintenance, this was grossly unfair to other road users and to the railways, who had to fully maintain their own rights-of-way; and
- that road transport should not be given free rein, in competition for all or specific classes of goods, beyond the present 25 miles radius.

The Commissioners also pointed out that road maintenance charges had been unaltered since 1957, the \$4 charge for "as of right" licences was the same as in 1951 and the charge for discretionary licences had not altered since about 1956.

A higher scale of charges for licences, possibly related to vehicle size, would more satisfactorily reflect present-day administrative costs and gain additional State revenue, the Commissioners submitted.

They strenuously claimed that the Transport Regulation Board's decisions should not be subject to political review, and claimed that most permits for contentious traffic had been granted at the direction of the Government and were not laid down in the present Commercial Goods Vehicles Act.

Giving approved decentralized industries the right to run their own vehicles, irrespective of size and number, lost rail revenue estimated at \$530,000 per annum.

There was a colossal amount of unnecessary duplication with these goods, the Commissioners submitted.

The basis of approving these industries was illogical and indiscriminate. Only industries with a two-way freight problem should have been approved, if really necessary.

There was no evidence that the community had participated in savings from reduced transport costs to these industries; but the community was required to finance additional railway losses because railway freight was diverted to road.

If genuine decentralized industries felt that they should receive some relief from freight costs, they should be required to justify their claims as was necessary if tariff protection was sought.

Some of the obvious advantages of this scheme were:

- if no cost disability was suffered, there was no cost to the community;
- country industry was getting a regular and adequate transport service at a net rate which took into account any real cost disability of being located in the country;
- the rail system was more fully utilized, thus reducing unit costs, increasing profitability and reducing the demand on taxation for railway deficits;
- even though portion of the rail freight was being met by the Government subsidy, as a book entry, the balance was going to the State through rail revenue;
- reduction of wear and tear on the road system because of the disproportionate demands of heavy vehicles which required much heavier duty road surfaces, stronger bridges, wider pavements and bigger radius curves, extra lanes for slow traffic and, perhaps, duplication by divided highways;
- reduction of road hazards from congestion with their accident rate; and
- pollution relief.

Economies

If the State was setting out today to design a rail system to haul grain to Melbourne, Geelong and/or Portland, the Commissioners contended, the actual grain producing areas would be adequately served by lines 40 to 50 miles apart. The present pattern evolved when, without motor transport to operate to railheads, eight miles from a railway was considered the limit that wheat could be economically grown. The pattern of railways in the wheatgrowing areas approaches 16 miles apart.

Heavy capital expenditure had been made on grain storages at railway stations in the growing areas, and therefore, there was little option but to accept the pattern as it was.

Development of modern techniques of mechanized rail track maintenance has made economy possible by closing down selected lines for part of the year and then bringing them quickly back to standard for the busy season. Road services fill the transport needs of those areas during the period the railway was closed down.

To date, only the Bowser-Peechelba East and Marnoo-Bolangum lines were being worked this way, but there was considerable scope for rationalization on other lines if objections could be overcome.

Because of the invariable intense local resistance, closing non-paying branch lines had always been dealt with one at a time, with each line the subject of a separate campaign. Recently, resistance to closures had become more difficult to overcome and progress slowed.

One line, still in operation, had been under consideration for closure since 1957.

The Commissioners said that the Transport Regulation Board should be able "to recommend the withdrawal or limited operation of railway services where such withdrawal or limited operation can be demonstrated to reduce total transport costs."

If, following a recommendation of withdrawal or limited operation by the Transport Regulation Board, a political decision was made not to close or limit the line's operation, the Railways should be reimbursed by the Treasury the full annual losses incurred, as now applied to the Kerang-Koondrook line.

Rolling stock required

To bring freight rolling stock up to the standard visualized for 1985, an extensive replacement programme would be necessary.

Since the early 1950's, although new bogie vehicles had been built or bought to the limit of funds the replacement rate had been insufficient to hold, let alone

reduce, the average age of freight rolling stock.

In 1954-55, the average age of rolling stock was 31.6 years with 2,270 vehicles over 50 years old. By 1963-64, these figures had risen to 35.1 years and 8,780, and for 1969-70, were 36.99 years with 7,944 over 50 years.

The total rolling stock available was 20,811 vehicles.

In recent years, funds had been available to build 200 bogie vehicles per annum, but in order to reduce the number of vehicles over 50 years old, at least 300 bogie vehicles per annum were required.

The initial outlay of modern vehicles would be more than justified by the maintenance saved on ageing and outworn four-wheeled stock and the improved service standards that these vehicles would give, the Commissioners added.

EFFECTS OF THE GOODS PROPOSALS

In reply to the sixth Term of Reference, as it applied to freight services, the Commissioners submitted: that the adoption of their proposals for the rationalization of road and rail transport in Victoria, on the basis of the net economic gain to the community, would result in reduction of railway deficits and relieve pressure of heavy transports on main highways. This would result in appreciable advantage to State finances generally.

Inherent in their proposals was the more effective policing of road movements, particularly interstate and so called interstate movements.

If "as of right" licences were replaced by certain discretionary licences, giving the Transport Regulation Board control over the entry of operators into the transport field the quality and stability of operators within the transport industry must improve.

Railway proposals might involve some change in the proportion of road and rail transport, but any difficulties encountered during the ensuing period of adjustment should be more than offset by the better use of the existing transport resources.

RE-UNION

- The A.I.F. Railway Unit Association's re-union will be held at the I.O.O.F. Hall, cnr. Victoria and Russell Streets, Melbourne, on Friday, April 16. Details from Mr. I. McLeod, 857 9452.

Recommended

"I recommend the Testing Division to anyone who's looking for an interesting job that covers a variety of subjects," said retiring Engineer, Bill Fraser, recently.

Starting in the Railways as a lad labourer in the Electrical Workshops in 1924, Mr. Fraser was retrenched for two years during the depression.

In 1944, after gaining an engineering certificate, he was made an assistant engineer.

Mr. Fraser is well known in sporting circles. He officiated as an arena scoreboard attendant during the athletic events at the 1956 Olympic Games in Melbourne; at the Commonwealth Games in Perth in 1962, he was a field games judge.

Mr. Fraser has been secretary of Kew Harriers since 1948 and has officiated at many of their meetings.

"In my retirement, my association with sports will remain. I hope to judge the track and field events," he added.

Mr. Fraser considers the last 20 years the most interesting of his career. "In that period I have worked on the Gippsland electrification, the introduction of 'Harris' trains and the conversion from 25 to 50 cycles. These works have been fascinating, and I have enjoyed my railway career," he said.

Mr. Fraser's workmates said that they had enjoyed working with him, and were sorry to see him leave.

Badge of Honour



Railwaymen Phil Leek (left) and Kevin Bolton recently received the highest Australian tennis umpiring award, the Australian Lawn Tennis Umpire's Association Badge of Honour. The award, made at the recent Victorian Tennis Championships at Kooyong, recognized their outstanding service and completion of over 13 years of top grade umpiring.

Mr. Leek, a water supply engineer with the Way and Works Branch, and president of the Victorian Umpire's Association, and Mr. Bolton, a Traffic Branch staff clerk, and vice-president of the VUA, have occupied the centre chair in Davis Cup and Federation Cup matches, and the Australian, Victorian and Interstate Championships finals.

Both men are the principal lecturers and examiners in tennis rules and umpiring for the annual classes and clinics conducted by their association.

Motor scooter man

"I've had 50 years and seven months enjoyment out of my railway career; I enjoy people and I've enjoyed working with railwaymen," Passenger Guard No. 22, Mr. George Gorrie, said on the eve of his retirement on February 20.

A farmer's son, Mr. Gorrie started with the V.R. when he turned 14. He worked in all parts of the State, except Gippsland.

While at Murtoa, in the mid-'20's, he recalled that every day the staff there had to transfer about 100-200 commercial travellers sample bags between connecting trains.

It was at Murtoa that he gained a liking for public duties: at 18 he became the A.R.U. sub-branch secretary.

During the 1930's, he was vice-president of the Geelong Trades Hall Council, and in the 1940 election was beaten for the seat of Barwon by Mr. (later Sir) Thomas Maltby by 2,000 votes.

In 1947, Mr. Gorrie went to Stony Point as goods guard, and took an immediate liking to the Peninsula district. He was on the Shire of Flinders council from 1957, assisted with forming Hastings Shire, and became Hastings Shire President in 1963-64.

During this time, Mr. Gorrie led a Government inspection tour of the Shire from his motor scooter, as he dislikes cars. At another time, a ratepayer protested that the road to his property needed sealing. Mr. Gorrie, with the ratepayer riding pillion on his scooter, inspected the road and both were dislodged at a large pothole. Dusting himself off, the ratepayer considered his case proved, but was told that other roads needed attention before the one in question.

During his stay at Stony Point, Mr. Gorrie held every official position with the Crib Point Football Club.

In 1964, he relinquished the Peninsula and came to Melbourne as a passenger guard, and now lives at Upwey. In his retirement, he intends to travel to Tasmania, New Zealand, and around Australia.

Met G.G.

Berwick stationmaster, Mr. R. Wilton, is virtually within a stone's



Mr. Gorrie



Mr. Les Dickson, acting Assistant Engineer of Tests (right), presents some of the gifts given to Mr. Fraser at his send-off.

throw of ex-Governor General, Lord Casey, whose property is on both sides of the railway.



Mr. Wilton

Mr. Wilton, who has been at Berwick for six years, was introduced to Lord Casey some years ago, when he travelled by train from Berwick to Melbourne.

Starting in the Railways as a lad porter at Orbost in 1937, Mr. Wilton earned promotion by working at Buckrabanyule, Trafalgar, Yallourn, Birchip, Lismore, and Strathmerston.

"Since November we've won new traffic from the road in the movement of fibre glass beach buggies to Western Australia, South Australia, Queensland, New South Wales and Tasmania (rail-ferry-rail service)," Mr. Wilton said.

According to the Manager of Manta Fibre Glass Products (Mr. W. Holden), not only are the railways freight costs about one-sixth of those charged by road operators, but the service is better, too.

Mr. Wilton and assistant stationmaster W. Kerber, who has been at Berwick for three years, held a special drive in January to sell copies of "Train Times" to the public.

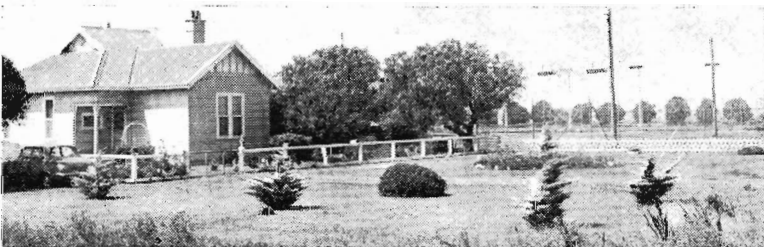
"And with the aid of a couple of extra signs we sold 54 in three weeks," Mr. Wilton said proudly.

Gheringhap

The tiny railway outpost of Gheringhap, junction for lines from Geelong to Ballarat and Ararat via Cressy, is a vital link at this time every year. Up to 30 trains daily pass through when wheat and superphosphate are being railed.

Being only seven miles from Geelong by road, Stationmaster Andy (Mac) McInerney and Assistant Stationmaster Matt Sheedy, say that the quietness of Gheringhap with the facilities of Geelong so near, make it a great place to be.

The two men supervise stations Moorabool to Yendon and Gheringhap to Wingeel—more than 60 miles of track and 10 stations.



Mr. McInerney's neatly kept departmental residence and adjoining tennis courts. He started the local tennis club six years ago and it now has regular night tennis.

Mr. McInerney spent 16 years at Cudgewa, then was posted to Kaniva and Winchelsea before coming to Gheringhap in 1960.



Mr. McInerney

"Mac" recalled that at Cudgewa, during his stay, they recorded 31 consecutive days of frost. "We emptied a frozen firebucket on to the platform and it took days to melt," he said.

Mr. Sheedy was at Lethbridge, 10 miles away, for 20 years before coming to Gheringhap four years ago. "Lethbridge was really busy then,"

Mr. Sheedy recalled. "But the quarry closed, and the traffic dropped away. Steam engines were replaced by diesels and Lethbridge was no longer an engine watering point. Even the town is now just a shadow of its former self."

Traffic at Gheringhap is mainly beer for the nearby hotel, and flour for the Sunicrust bakery; "All the goodies that make you fat," said Mr. Sheedy.

Mr. McInerney's departmental residence won prizes in 1964-65 and 1966-67. During the 1966-67 drought, Mr. McInerney won first prize for the best kept residence. Although Gheringhap has only tank water, he bettered those with piped water.

"I'm used to rationing water, the other competitors weren't," "Mac" said modestly. "I'm looking forward to a good year this year, as this is the first summer water has been plentiful."

Mr. McInerney founded the local tennis club, and Mr. Sheedy has been a union representative for 25 years and a Geelong district V.R.I. Councillor for three years.



Mr. Sheedy

RETIREMENTS

ELECTRICAL ENGINEERING BRANCH

Lewis, F. W., Lighting and Power Division, 19/2
Fraser, W. C., Testing Division, 19/2
Smith, H. W., Flagman, 3/2

ROLLING STOCK BRANCH

Birkenhead, W. E., South Dynon, 3/2
Campbell, R., Newport, 24/4
Coulson, N. W., E. R. Depot, 7/4
Deverson, R., Newport, 19/2
Feore, H. J., Traralgon, 19/4
Goodman, A. R., Bendigo North, 29/4
Karaglanis, A., Jolimont, 15/4
Keating, W. J., Newport, 16/4
McDonald, J. P., Newport, 14/4
Oliphant, W., North Melbourne, 16/4
Restarick, J. C., Ballarat North, 19/4
Romano, L., Newport, 30/4
Stephens, R. C., Bendigo North, 11/4
Stevenson, R., Ballarat North, 28/4
Sullivan, C. J., Newport, 17/4
Vosti, J. C., Newport, 19/4
White, W. R., Ballarat North, 2/4

STORES BRANCH

Brandi, L., Caulfield, 14/1
Eastham, H. W., Spotswood General, 15/1
Grosvenor, E. J., Newport Workshops, 22/1

TRAFFIC BRANCH

Donnelly, A. J., Dynon, 31/3
Melen, H. W., Ascot Vale, 31/3
Fowler, G. H., Bendigo, 31/3
Dynes, A. G., Melbourne Goods, 2/4
Renzella, V. P., Melbourne Goods, 4/4
Atkins, I. H., Melbourne Goods, 5/4
Shiels, J. W., Flinders Street, 7/4
Faggion, T., Melbourne Goods, 8/4
Bond, J. R., Mitcham, 20/2
Telford, J. A., Bendigo, 3/2
Cullis, V. C. S., Melbourne Goods, 31/1
Elliott, W. F., Woodend, 13/4
Rogan, L. V., Morwell, 29/4
Tope, J., Viaduct Junction, 23/12
Harstedt, H. L., Ararat, 18/12
Daly, F. P., C/- Metro Superintendent, 22/1

Benson, W. G., South Kensington, 10/2
Overend, J. F., Heidelberg, 28/1
Crowe, W. J., Dandenong, 27/1
Rees, F. A., Myrtleford, 10/2
Miller, A. J., Bendigo, 28/1
Christie, R. E., Moorabbin, 12/2

WAY AND WORKS BRANCH

Arduca, D., W. M. Spotswood, 13/1
Bowman, R. G., Warrnambool, 15/4
Codner, J., Caulfield, 7/1
Dern, W. D., T & T Engineer, 4/4
Emmett, R. J., Head Office, 1/2
Jeanes, R. T. E., Ouyen, 5/2
Jones, J. A. N., Spencer Street, 27/1
McAlicie, T. E., Footscray, 29/1
McCallum, A. J., Ararat, 13/4
McKay, W. J., Seymour, 3/4
Paraskevopoulos, D., Caulfield, 21/1
Richardson, H. J., Metro District Engineer, 27/1
Sharp, T., Chewton, 15/4
Zucco, A., Spotswood, 27/1

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ELECTRICAL ENGINEERING BRANCH

Ahern, K. E., Lighting & Power Division, 16/2

ROLLING STOCK BRANCH

Jenkins, J. H., Jolimont, 24/1

TRAFFIC BRANCH

Clarke, C., Flinders Street, 18/1
Bence, S. C., Ticket Checking Division, 21/1

King, M. J., Salisbury Loop, 13/2

WAY AND WORKS BRANCH

Fox, J. G., Sale, 28/1
Johnson, J. W., Rupanyup, 20/1
Ryan, J. P., Bealiba, 27/1
Sama, F., Flinders Street, 31/1

SPORT

by OSS. KEATING

Country Bowls Week

What more could you wish for than five warm days, excellent conditions and top class competition? This was the 1971 Country Bowls Week. The opening ceremony was performed by the Deputy Chairman of Commissioners, Mr. E. P. Rogan. All participants were welcomed by V.R.I. General President, Mr. M. L. G. McKenzie, and, after a buffet luncheon, play in the Fours Championships got under way. Ararat rink triumphed, skipped by Cope Cluff, who took out the Perpetual Cup and the F. M. Mitchell Trophy for the second year in succession. Cluff gave a great exhibition of controlled bowling, particularly in the early stages of the game and set up a winning lead which Bill Boyle and his Bendigo team could not overtake.

In the Pairs we saw Geelong old timers Del Kennedy and Horrie Forster, battle it out with Col Gibbs and Bill Bryce of Benalla. However, the more youthful Benalla pair ran out comfortable winners.

The Singles Championship again saw one of our oldest competitors, Andy Polson of Ballarat, compete against Albert Scott of Geelong. Again age gave way to youth, and Albert, with an excellent display of draw bowling, proved too good for his opponent.

The Consolation Fours event was an all-Ballarat affair with Alec McKay's Four proving too strong for Don White's rink.

Mr. Commissioner L. A. Reynolds, assisted by our General President, presented the trophies to the various winners at the conclusion of the Week's play.

Tribute should be paid to the greenkeepers at A.P.—V.R.I. Middle Park and Carlton Bowling Clubs; in particular to Cyril Summers (retired railwayman) of A.P.—V.R.I. for the excellent condition of the greens on each day of the tournament.

Singles champion



Singles champion Albert Scott, of Geelong, lines up another shot.

Mention must also be made of the sterling work performed by V.R.I. Councillor Des O'Donnell and ex-Councillor (now retired) Keith Donald, without whose assistance it would be impossible to run this week.

Wimmera Bowls Championship

The 1971 Wimmera Bowls Championship was conducted at the Maryborough Highland Society's Bowling Green.

A very large entry from the Wimmera area, plus rinks from Korong Vale, the Commissioners, and V.R.I. Council competed. At the conclusion of the day's play, only two teams had won all five games—Ballarat and Korong Vale. In the play-off, Korong Vale were a little too strong for the Golden City boys, and took out first prize. As neither was eligible to win the Wimmera Championship Perpetual Trophy, a four team play-off was necessary to decide this title. Hamilton, Ouyen, Maryborough and Ararat competed. In the first round, Hamilton defeated Ouyen and Maryborough headed Ararat; in the final, Hamilton proved too strong for Maryborough, to gain the Perpetual Cup until 1972. The organization of the tournament was a credit to Tom Ross and Ted Maskiell of Maryborough V.R.I.

Soccer Club

A recent meeting of the V.R.I. Council decided that in view of the excellent response to a Weekly Notice advertisement, a meeting of soccer enthusiasts would be held in the V.R.I., 3rd Floor, Flinders Street station buildings, on Wednesday, April 28, at 8 p.m., with a view to forming a V.R.I. Soccer Club.

All Institute members interested in joining this club, either as a player or official, are requested to attend; further information from the V.R.I., auto 2445.

LADIES CLUB

It is pleasing to report that a V.R.I. Ladies Social Club has been formed to provide various social activities.

Our first venture is a talk on beauty hints by Bambi Smith, on Wednesday, April 21.

The club is open to all female members of the Victorian Railways and also wives of railwaymen.

The hints on make-up will be given in Room 109, 3rd floor, V.R.I., at 8 p.m.

The club is happy to welcome new members. For further information, telephone auto 1577, or the Honorary Secretary, Mrs. Lesley Lynch, 379-3585.

SHUTTERBUGS

Railway shutterbug enthusiasts should note that the 8th Annual A.N.Z.R.I. Exhibition of Photography will be held in Melbourne on Friday, June 25.

An invitation is extended to all V.R.I. members to enter this exhibition. Two sections are open to competitors: section 1 for monochrome prints and section 2 for 35 mm colour transparencies. All entries must be the work of the exhibitor but commercially processed transparencies are acceptable.

Entries should be submitted to the General Secretary, V.R.I., Flinders Street, Melbourne, no later than Monday, June 7. All entries will be returned following the close of the exhibition. The Victorian Association of Photographic Societies will provide a panel of judges for this event.

Perpetual Cup winners again



Mr. Commissioner L. A. Reynolds (centre) presents the Perpetual Cup to the Ararat team, winner of the Fours Championship. Members of the team are (left to right) P. Bulger, C. Cluff, H. Noyes and G. Harrod.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL



1971

10 CENTS



DENSITY IS THE KEY

It is often said that the Victorian Railways should be operating trains at ultra-high speeds, as is done overseas. Japan's Tokaido line is often cited as an example of how railways should be.

It must be borne in mind though, that high speed trains demand extremely costly construction and high standards of trackwork and safety. Increasing standards to take, say 100 m.p.h. as against 70 m.p.h., isn't just a 50 per cent increase, it's more in the order of a trebling!

To build the 320-mile, 130 m.p.h. Tokaido line cost near to \$1,000 million, which included the cost of the rolling stock and computerized safety and control system. This means that something in excess of \$1 million per mile was spent to obtain the desired track standard.

True high speed lines need maximum grades of 1 in 200, not the 1 in 48 and 1 in 50 that are on most of the lines out of Melbourne, plus a minimum of curvature.

High track standards (and high speeds) can only be justified where the population density warrants such a service.

The Tokaido line presently carries over 200,000 passengers each day—about half the number of Melbourne's metropolitan passengers—whereas our best patronized line, Melbourne to Sydney, rarely reaches 2,000 passengers a

day. Even the airlines would not carry many more than 6,000 passengers on an average day, so it is obvious that the total daily market between Melbourne and Sydney is less than 10,000—about five per cent of the Tokaido lines density.

The Tokaido line's 320 miles passes through an area where 40 per cent of Japan's 120 million people live and from where 70 per cent of Japan's industrial output comes.

While the population and industry percentages for the 600-mile Melbourne-Sydney route would be similar, only about 5.5 million people are served by this route, whereas 48 million get benefit from the Tokaido line.

In the U.K., the British Railways are spending vast amounts on research into new designs of passenger carriages that will be run at much higher speeds on their existing 100—110 m.p.h. tracks.

But the U.K., too, has density of traffic—in a country smaller than Victoria there are 50 million people.

This doesn't mean Victoria (and Australia) should never think of ultra-high speed rail lines, but it does mean they should never think of them under the present financial arrangements and in the terms of profit and loss.

G. F. BROWN.

FREIGHT RISE

Freight passing over the Victorian-New South Wales border continues to rise. For the week ending February 14, 1969, 67,815 tons moved between the two railway systems. For the same week in 1970 the figure jumped to 95,360 tons and in 1971 it was 97,447 tons.

TRANSPORT MAP AVAILABLE

A formidable task has been completed—Melbourne's myriad of public transport routes have been mapped and documented.

The result is a 24 in. by 17 in. multi-colour map—which folds down to 2½ in. by 5½ in.—showing all scheduled passenger-carrying routes in Melbourne and suburbs, bounded by Laverton in the west, Cottles Bridge in the north, Mount Evelyn

in the east and Hastings in the south.

All railway and tramway services are shown along with 237 private bus routes.

The map was prepared by the Passenger Services Co-ordination Committee under the direction of the Ministry of Transport.

The map is on sale at most railway stations for 10 cents.

GAS BY TRAIN ?

A call for an exhaustive feasibility study of the advantages of using rail tanker trains instead of pipelines to carry liquefied natural gas (LNG) to the cities has been made by a prominent railway rolling stock engineer.

The engineer, Mr. A. R. Bushell, general manager of Commonwealth Engineering (N.S.W.) Pty. Ltd., refuted criticism of the railways as an alternative means of transporting

LNG from the production fields, the *Financial Review* reported.

"It is a myth to assume that pipelines can ever bring natural gas to more than a tiny fraction of our country areas," he said. "The diversion of a major pipeline even a few miles to serve a small country centre involves additional capital expense which is not justifiable on a cost-benefit basis.

"The economics of transporting Sydney's natural gas supply by rail continue to challenge the pipelines, and only an exhaustive feasibility analysis for both systems will clearly define the areas in which each is the most economically efficient system," Mr. Bushell added.

(The Chairman of Victorian Railways Commissioners, Mr. G. F. Brown, examined in detail the rail movement of natural gas shortly after its discovery in Australia. His findings were reported in October 1967 *News Letter*, pp 152-153.)

TOP STATIONS

Box Hill is still the busiest metropolitan station for passenger traffic, with St. Albans in second place.

Then follows St. Kilda, Oakleigh, Blackburn, and Sunshine, all had more than two million outward passenger journeys in the year to June 30.

HAPPY CRISIS PASSENGER

The lengths to which railwaymen, will go to help a traveller in distress were shown during this year's Gippsland floods.

English visitor, Miss Bretherton, had planned to travel from Stratford by bus to Sydney, via the Princes Highway, to rejoin her ship to the U.K., when floodwaters washed away part of the highway; they also washed away her hopes of catching her ship until a friend suggested that she go to Sydney by train.

With a booking from Melbourne secured, she joined "The Gippslander" at Stratford, then running 75 minutes late because of the floods.

FRONT COVER

Since March 1956, Australia's fastest long distance train, **Intercapital Daylight**, has journeyed between Melbourne and Sydney. Pictured near Euroa, the Sydney-bound train has a schedule that calls for the 155½ miles between Wallan and Wodonga loops to be run in 147 minutes.

As connection with "Southern Aurora" looked improbable, Spencer Street Stationmaster, Mr. Quanchi, was alerted. He made arrangements for "Southern Aurora" to be held if necessary, and for Miss Bretherton to be met at Flinders Street station. "The Gippslander's" conductor kept Miss Bretherton informed of the arrangements.

When "The Gippslander" arrived at Flinders Street, a few minutes before 8 p.m., Flinders Street Stationmaster, Mr. Ross, escorted Miss Bretherton to a waiting taxi which took her to Spencer Street station; a railwayman went with her to show her to the correct platform, and help with her baggage.

She boarded "Southern Aurora" without a Melbourne-Sydney ticket, as Stratford doesn't have interstate tickets on hand, and "Southern Aurora" left on time!

Shortly afterwards, Conductor Bruce issued Miss Bretherton with her ticket.

WORTH QUOTING

"... It costs roughly the same to build one mile of urban railway as one mile of expressway road, but a single railway track is capable of carrying 30,000 people an hour whereas two expressway lanes carry only a maximum of about 5,000 people an hour."

New South Wales Transport Minister, Mr. Milton Morris, when addressing the Institute of Materials Handling and Transport.

"... Present day public choice of transport is not any real guide to what could be the public's preference under other conditions. The generally run-down and inadequate public transport services offered today causes a great many commuters to prefer travel in their own vehicles, but this preference would not necessarily operate if fast, comfortable public transport services were offered.

"Giving way to the demand of the (car driving) commuter for more road

space could turn out to be the most costly and most wasteful expenditure ever embarked upon in Victoria and one which would be a partial write-off if, as has actually happened in Los Angeles, Detroit and other cities, commerce packs up and leaves a downtown area which has become impossible to negotiate."

Plan News Review, journal of the Town and Country Planning Association.

"... As well as the general service the railways provide, their superiority in handling large quantities of goods cheaply such as superphosphate inland and wheat to the ports is without question.

"The presence of a railway has always helped the development of country centres.

"The absence of a railway will inevitably lead to higher road freights and place greater strain on the already inadequate roads..."

Mansfield Courier Editorial, January 22, 1971.

A GIANT DIES—BUT NOT WITHOUT A STRUGGLE

Ararat's giant coal stage is gone—after supplying fuel to steam locomotives for 40 years. Containing more than 1,000 tons of reinforced concrete, the wrecking job proved quite a task for the local contractor Mr. Keith Hamilton.

A large crane dashed a steel ball weighing about three tons against the walls, but the high-quality concrete, reinforced with hundreds of mild steel rods, proved more than a match for the crane which retired defeated.

Workmen then blasted at strategic points and succeeded in getting the stage to 45 degrees where it defied several attempts to deliver the *coup de grace*.

After days of non-co-operation, the stage succumbed to the efforts of two bulldozers and sundry other machines to reduce it to rubble.

Born during the depression years, no expense was spared to make the coal stage of the best possible materials.

The coal stage had two large compartments that each held 200 tons of coal, and two smaller compartments that held 100 tons of coal each.

When Ararat's remaining steam locomotives were replaced by two oil-burners, its demise was imminent.

Extensive alterations to the Ararat loco depot area for a diesel depot left no future for the coal stage.



On its knees, but not out. Ararat's coal stage proved unco-operative in attempts to demolish it (Ararat Advertiser photograph)

V.R. Chairman of Commissioners, Mr. G. F. Brown, was recently overseas. While there, he looked at the transport problems in many cities.

Here are his comments on

PUBLIC TRANSPORT IN THE CITY OF ROME

In Italy, the Minister of Transport is responsible for the operation of the State Railways, but each city accepts responsibility for providing its own public transport and meets all costs from the fares charged, or pays the deficit from rates and taxes.

There are a few exceptions where a small Federal Grant is given to cities of major tourist attraction and Rome obviously comes into this category.

Rome is built on seven hills and surrounded by a wall with 16 openings. Narrow winding streets leading into many unequally spaced squares of varying size is a major problem for public transport. Adding to the problem is the Tiber River, which flows across Rome's northern border and winds through the city from north to south nearer the eastern side.

Surrounded by a ring road eight miles from its centre, the major city occupies about one-quarter of the area within the ring road, and has developments to the coast (east), on the roads and railway lines leading to the hills (west), and smaller developments to the north.

The population of nearly three million is greatly increased in the tourist season.

Underground, too

The original private transport system, with the exception of some private bus lines serving major centres and operating at peak loading, was based on trams, trolley buses, buses and an underground railway, built in 1955, running from the main State Railways terminal to another line running to the coast.

The underground, which gives an excellent service, has been extended about seven miles recently, mainly above surface, to a satellite town of government buildings and major housing flats.

However, the private buses, with few exceptions, have been taken over and the responsible authority now claims that, with narrow winding streets and sharp corners, trams interfere too much with the traffic flow, and trolley buses cannot be quickly rerouted when bottlenecks

occur. Trams and trolley buses are disappearing from the streets and the plans now are based on many one-way traffic streets, other streets with only public transport (buses and taxis) permitted to operate both ways in special lanes, and major extensions to the underground railway system.

A Roman first

A recent leading article in the local press claimed that Rome would have the rather dubious honour and distinction of being the first city in the world where all surface traffic will completely choke and come to a stop.

At present, with one-way streets and wider roads with one-way for private vehicles and two-way for buses and taxis, you can travel two miles to reach a point half a mile away.

Commercial vehicles, except small vans and small three wheeled vehicles, are prohibited between dawn and 8 p.m.

The only reason traffic can now move is because the little Fiat 500 car, with its small size, ability to turn sharply and quick acceleration through the gears, forms 80 per cent of cars on the road. Cars the size of the Holden, Ford or Valiant, are rare and in a city where parking takes place under little control and at all angles—often on the footpath—bigger cars would have put *the cork in the bottle* long ago.

Taxis are usually the Fiat 1800, which is much smaller than the standard Australian car.

Buses

A description of Rome's buses is worthwhile. They are single or double deckers with few seats, and the driver seated centrally at the front with large rear vision mirrors each side and a glass panel so he can see the front corners of his vehicle. He is responsible for starting and stopping.

The buses have a single entrance with one or more exits, with one attendant to take fares as passengers enter. The attendant's only other

task is to tell passengers to move up.

One fare

The fare is 50 lire (about seven cents) for one section or the full trip. There is talk of raising the fare to 100 lire (about 14 cents), as in other cities.

The underground runs from the State Railway terminal and the fare is also 50 lire for up to 11 miles, (from start to finish). All entrances are through coin-operated turnstiles where the exact amount only will operate the gate. For change you go to a newsagent or the other shop near the entrance, which, as part of the rental, is a coin changer. One attendant only is on duty to watch the turnstiles and to let pass holders and people with luggage, fold-up prams etc., through.

There is no distinction between adults and children for fares on buses or the underground.

To eliminate argument, buses have a crossbar fitted one meter (3 ft. 3 $\frac{3}{8}$ in.) from the floor, and any child under that height is carried free. However, with two children, the parent pays one fare for the two, and so on.

Passes are available for permanently disabled war veterans and periodical tickets are also sold, but in each case the pass must carry a passport photo of the holder. It was explained to me that the trouble to get the reduction is not worth the problem of getting the form, attaching the photo and getting the required markings to cover the period of availability.

Smoking is prohibited in buses, trams and the underground trains.

Underground's carriages

The underground railway has two tracks in an oval shaped tunnel 26 ft. 4 in. wide and 18ft. 1 in. high with 1,500 v. direct current overhead power similar to the V.R.

The carriages are 63 ft. 8 in. long and 10 ft. wide and are rated at 240 passengers seated and standing, much more of a *crush load* than what we consider desirable.

No forced ventilation is provided in the passenger carriages, nor are they heated for winter operation.

Each axle throughout the train is motorized, with rheostatic braking to 10 m.p.h., then the standard Westinghouse Brake. Doors are power operated, and all signals have a safety trip similar to ours. The driver is responsible for starting and stopping.

No guard is provided on the train, nor station staff at some intermediate stations.

Exit turnstiles are provided at intermediate stations but at terminal stations the train stops short, disgorges its passengers then moves up the platform to the loading point. This method also operates at some other stations, depending on the traffic flow.

On transfer from the underground, a ticket is purchased if you wish to continue the rail journey; the price depends on the distance to be travelled.

Rail extensions

Plans for extension of the underground railway system are well advanced. Two lines are being built—one from the State Railway terminal to the north-east and the other to the south-east. The final plans are most ambitious, giving cross connec-

tions all over the city area, similar to London but on a smaller scale, and linking all points where the concentration of people wanting transport is high.

The building rate is dependent on funds made available to the City of Rome, which is responsible for its own public transport. The authority responsible for the underground is dependent on funds from the city Fathers, who are said to be insolvent, and building schedules have not yet been publicized.

Tunnelling problems

Building an underground in Rome has produced a problem unique in the World.

With its ruins and buried archaeological treasures, the underground authorities say that as soon as they find even the equivalent of a Roman bobby pin, work stops while an investigation is made; a tunnel has even been rerouted. A delight for antiquaries, it is a nightmare for tunnelling engineers.

Underground water problems on the line to the south-west have also produced construction hold-ups.

It is apparent that the only relief to Rome's traffic problem will be to get people to leave their cars at a rail-head or bus

terminal and use public transport; this the Romans realise.

Midday peak

Peak hour traffic problems in Rome are different. Stores open from 8 or 9 a.m. to noon or 1 p.m., then close until 4 p.m. and stay open until 8 p.m., including Saturdays.

The major peak takes place between noon and 1.30 p.m., when everybody either goes home for lunch and a siesta, or moves somewhere in the city for a protracted lunch break.

Two factors favour an improvement in Rome's public transport :

- The public realise that the private car must be kept out of the city to the maximum extent.
- High priced petrol (\$1.20 per gallon), high licence charges and the pending introduction of compulsory insurance, make motoring expensive

In all, looking at public transport in Rome, by our standards, was a fascinating exercise. It amazed me to hear so little complaint about what are intolerable road delays and to see such good humour in what is extremely overcrowded public transport.

TEROWIE'S 1887 BOGIE EXCHANGE

From the *South Australian Railways Institute Magazine*, comes details of S.A.R.'s experiment with bogie exchange over 80 years ago.

In 1886, improvements to the transfer arrangements at Terowie were envisaged as a result of the increased traffic that was anticipated with the opening of the line to Broken Hill, scheduled for June 1887. The form of these improvements was the subject of some discussion. Mr. Mais, the Engineer-in-Chief, had come back from Europe and America in 1884 with reports of a labour-saving method of transfer in those countries whereby bogie goods wagons on one gauge had their bogies removed and bogies of a different gauge put under them.

The decision as to the style of transfer arrangements rested with the General Traffic Manager, but to assist him in his decision, it was agreed to build a bogie transfer pit at Terowie and two bogie cattle vans for trial purposes. The arrangement was to be along the lines of what was known as Ramsay's Patent.

The pit at Terowie was estimated to cost \$3,400, and instructions were issued, in October 1886, for work to proceed. In the meantime, two bogie cattle wagons were built at the Adelaide Locomotive and Carriage Works.

The test was held on March 18, 1887, and was attended by the Chief Draftsman (Mr. Wright).

In the test, a weighted bogie cattle wagon on 5 ft. 3 in. gauge bogies was transferred to 3 ft. 6 in. gauge. The average time for a transfer was 4½ minutes but Mr. Wright believed this time would increase due to fatigue of the men when a large number had to be done. Six men were used on the work apart from the shunt engine crew.

The Chief Draftsman reported that the system worked "very satisfactorily".

However, on the same day, 14 trucks of cattle were transferred from 3 ft. 6 in. 4-wheel wagons to 5 ft. 3 in. gauge wagons in 43 minutes (an average of three minutes per wagon). This was equal to six minutes for a bogie wagon, taking two of the 4-wheel wagons as equivalent to the special bogie wagon. It will be seen that, with the possible longer time for the bogie exchange after the men become tired, there was little difference in the speed.

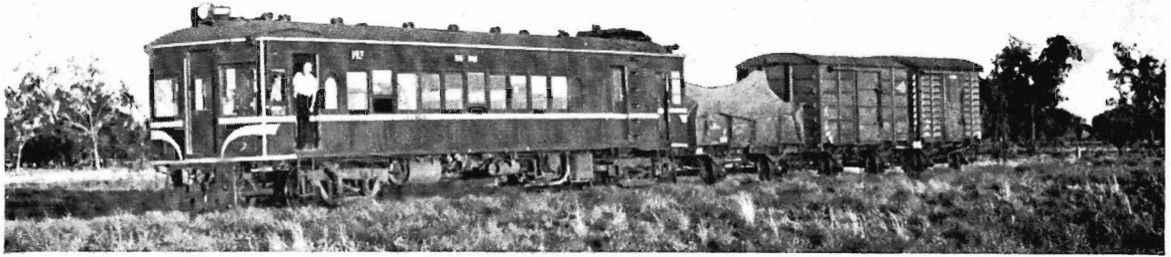
It was also discovered that the cattle men preferred to change

trucks at Terowie as it gave the cattle a chance to change position, and also had other advantages.

Whatever the reason, the system was never extended, and only the two cattle wagons were built to use Ramsay's system. Further bogie cattle wagons were built for both gauges, but were not suitable for bogie transfer, and within three years the two experimental wagons were converted to ordinary broad gauge wagons.

It is strange that no thought was given to using the system for the transfer of ordinary merchandise, and possibly (in view of the nature of the objections) if this had been done, the system may have become the standard method of transfer at Terowie, and the use of bogie goods wagons may have become more widespread. It is surmised, however, that there may have been a certain amount of prejudice towards the system as there always is towards something which is "before its time"—in this case 80 years before its time.

THE INTERSTATE V.R.



Once a goods train, now a "mixed", Tuesday's Moulamein to Balranald goods loading is hauled by a rail motor to cut costs.



Moama's stationmaster, Mr. Fred Richards, controls six of the 14 stations on the Balranald line as well as Barnes and Moira on the Deniliquin line. Last financial year, his stations handled over 35,000 tons of goods, mainly rice and wheat, for \$175,732 revenue.

Australian railway history was made 45 years ago last month—on March 26, 1926—when the railway from Barnes to Balranald (120 miles into New South Wales) was opened by the Victorian Railways. It cost \$1,340,000.

This was the first line built under the terms of the Border Railways Agreement between Victoria and New South Wales, which provided for the extension of four, and possibly five, railways from Victoria into the Riverina.

Other lines authorized were Murrumbidgee to Stony Crossing, Robinvale to Lette, and Mildura to Gol Gol. Later, an extension from Yarrawonga to Oaklands was approved and built.

However, the 1929-1935 financial depression caused plans, or work, on most to be suspended.

Under the terms of the Act, the Deniliquin-Moama railway was acquired by the Victorian Railways.

Passengers travelling from New South Wales to Victoria once had to endure customs officials delving into their luggage, searching for smuggled goods.

Fortunately, Federation swept away the customs barrier, but not all the interstate jealousies.

So it was a step in the right direction, when on April 4, 1926, one of the largest trains ever run by the Victorian Railways to that time, steamed into Balranald. It contained Parliamentarians from both Victoria and New South Wales, as well as leading railway officials from both systems.

At the opening ceremony, there was applause for the Premier (Mr. Allan) when he said: "I am glad the day has arrived when the Murray barrier has actually broken down".

As well as breaking the Murray barrier, the Balranald railway ended the riverboat era in the area.

Wharves for paddle-steamers were at Moulamein, on the Edwards River, and at Balranald on the Murrumbidgee. Boats had plied the Murrumbidgee as far as Wagga Wagga, and many properties with river frontages built landings to load wool on to the ships.

With the river competition finished, the railways set about providing the necessary service to the lightly settled areas through which the line passes.

Irrigation

Most think of the area as almost semi-desert country, but the extent of irrigation that exists between Moama and Moulamein is amazing.

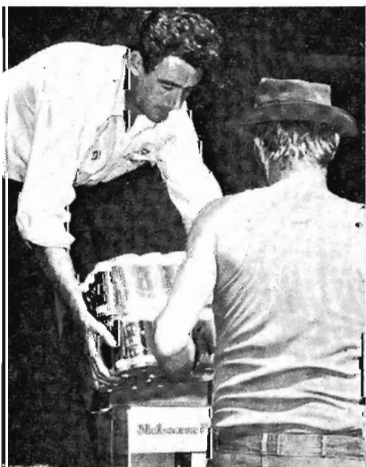
With the guaranteed water from irrigation, rice has become No. 1 crop from the district, and large storages have been built at Bunnaloo, Caldwell, Burraboi and Moulamein. Over 45,000 tons of rice was railed last year from these stations to Echuca for processing or bagging for export.

Next, in order of quantity, came wheat and wool.

Beer

Balranald people have a big thirst. Each week, the hotel-motel gets 16 tons of beer, in two shipments. To save costs, Tuesday's goods train terminates at Moulamein, and Balranald's beer and groceries are taken on behind the rail motor.

There are three towns on the line. **Wakool**, 197½ miles from Melbourne (via Seymour), is the smallest and newest. Wakool blossomed after the second world war when the surrounding area was irrigated and developed as a soldier settlement area.



Balranald's signal assistant, Mr. Tom Lowry, lived in Balranald for 10 years before joining the V.R. in 1964. Here he unloads some beer that the rail motor had brought in. A local carrier delivers the beer.

Next town, at 231½ miles, is **Moulamein**. When the line was opened, Moulamein station had a refreshment room. Main traffic from here is rice and wheat, but it marks the start of the large wool growing area, and 4,000 bales are railed to wool stores.

Terminus of the line, at 272 miles, is **Balranald**, a prosperous looking town supporting 2,600 people in a shire that extends 100 miles north towards Ivanhoe, on the N.S.W. line to Broken Hill.

The other stations serve properties and are not manned.

Significant of the changing trends in rural areas today, is the planned irrigation project for Balranald district. Over 40 miles of land along the Murrumbidgee River will be irrigated, possibly within the next few years, and, just as local graziers are switching from sheep to cattle and pigs, new crops like cotton and wine-grapes are expected to flourish.

Big customer

One of the biggest railway customers at Balranald is the 185,000 acre *Yanga Lake* property, the largest freehold estate in the southern hemisphere. *Yanga Lake* once had its own railway station, *Yangalake*, and its own landing for the riverboats.

Today, with the wool pick-up service, organized by the Railways, from the properties, all business is done through Balranald. Business has improved with the scheme, which has been extended to Wakool.

Because of the size of the area that Balranald station serves, Stationmaster Harry Schranz rarely meets most of his customers. So, each year when the commercial agents make their wool canvass, Mr. Schranz goes along too.

Mr. Schranz is also a Lions Club member and on the board at the local hospital.

Floods

The Balranald line gets more than its measure of floods, although the last serious one was in 1956.

At Moulamein, over one foot of water covered the station yard. As the station is the highest part of the town, an offer was made for people who were flooded out to camp at the station. Fortunately, the flood didn't get higher, and the offer was not taken up.

Floodwaters in the area stayed for two months.

Throughout the flood period, the railway stayed open, and was, the

only access to Wakool and Moulamein.

To keep goods moving, a local farmer and contractor to the railways, Percy Brain, cleared goods from the shed to the town in his flat-bottomed boat.

At Niemur, parcels were transferred from the rail motor to a boat for delivery to customers.

Today, with the extension of irrigation, and the changed river flows, many of the flood bridges on the line are being pulled out and replaced by pipes or culverts.

Another task recently completed has been to dig out seven miles of mud spots and ballast the area with crushed rock.

Fliers

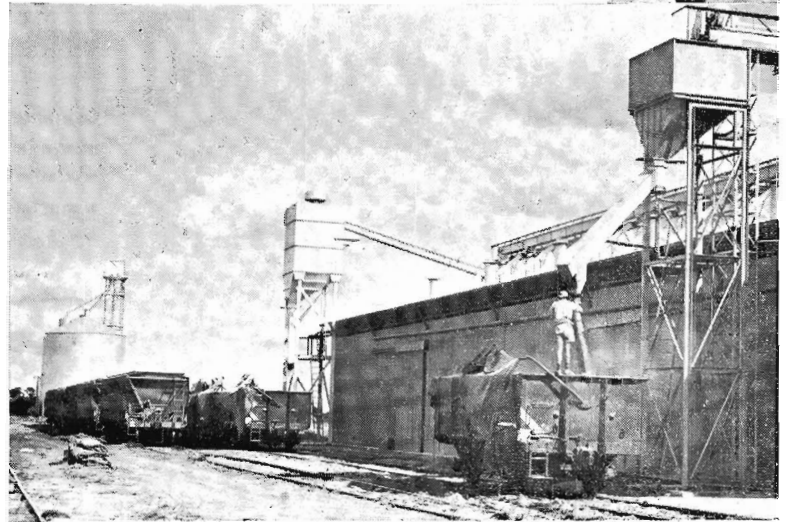
Until fairly recently, passengers regularly travelled to and from tiny Perekerten station, between Balranald and Moulamein. The travellers were from properties in the area and flew private planes to a salt pan near the station to catch the train.

These days, they fly direct to Moorabbin or Swan Hill.

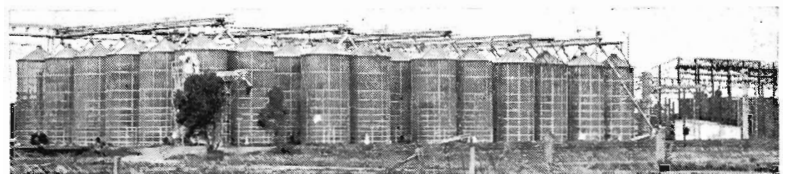


Echuca Stationmaster, Mr. L. Carey, hands the electric staff to Rail Motor Driver Don Garcia before the rail motor sets out on its twice weekly 254-mile return trip into New South Wales.

Echuca section road foreman, Mr. Les Thompson, is responsible for the 222 miles of track on the Balranald, Deniliquin and Cohuna lines. A track force of about 20 men work on the Balranald line.

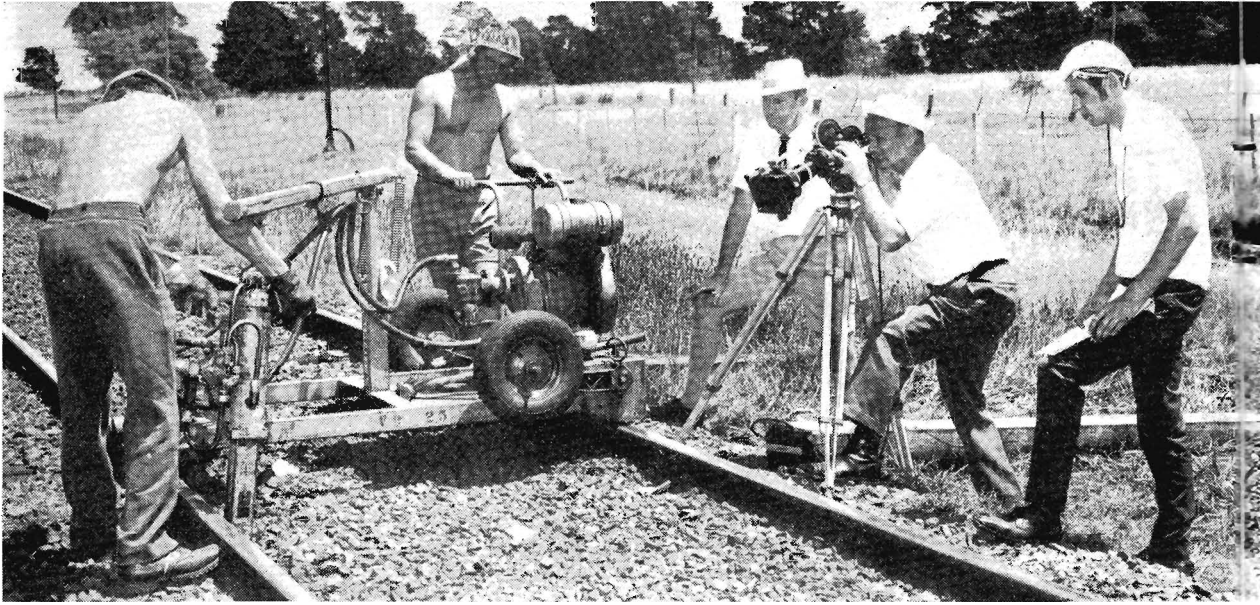


Rice is big business on the Balranald line. Here at Caldwell, rice is being loaded in a GY wagon. Silos in the background are for wheat.



Indicative of the importance of rice for the railways is this 25,000 ton rice storage being built at Burraboi station. There are 60 storage bins plus a bulkhead being added to the existing bulkhead.

RAILWAYS ON FILM

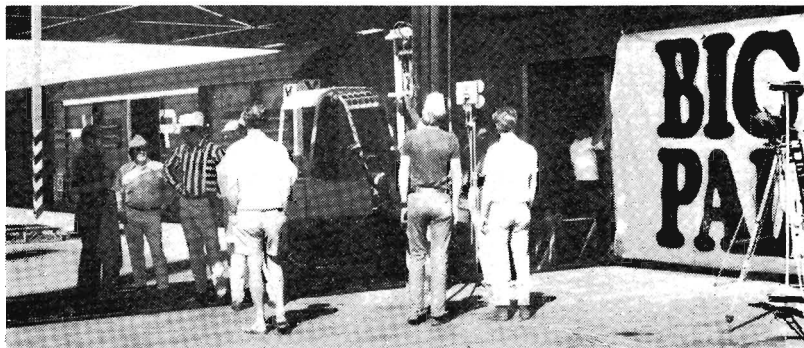


STAFF TRAINING FILM for permanent way supervisors is being made by the Department's Film Officer Ted Davis. The film will include operating procedures for machines associated with mechanized track maintenance.

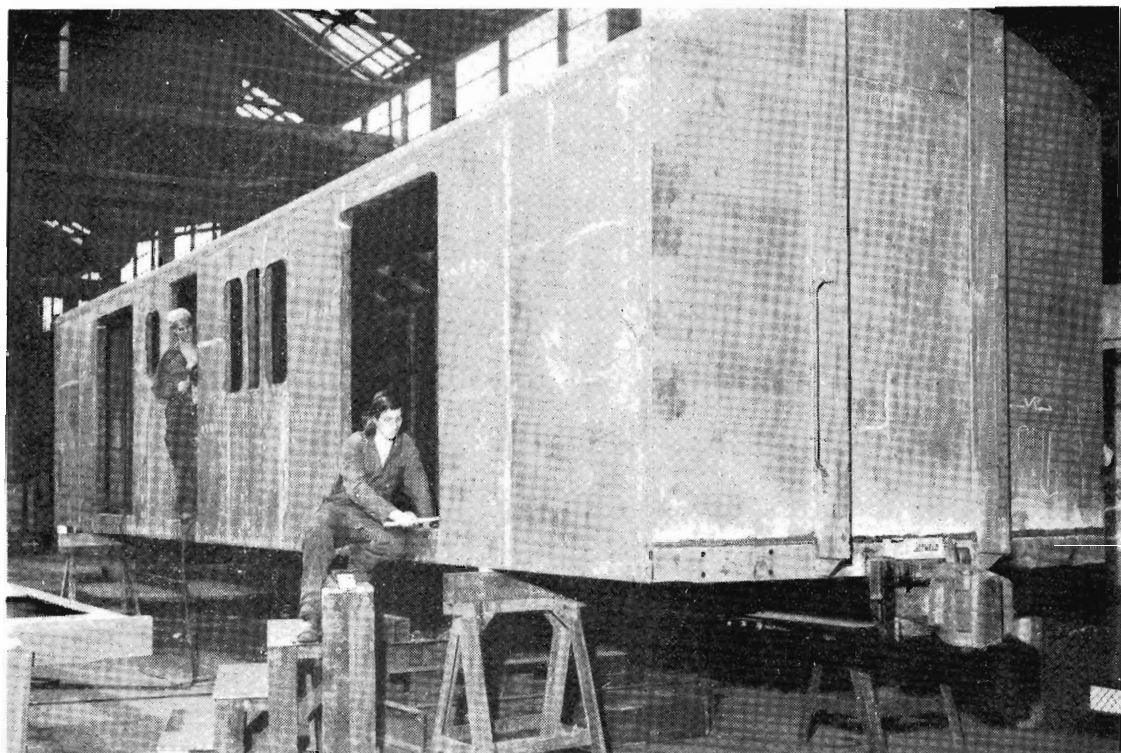
CINESOUND - MOVIE-TONE
CAMERA CREW shoot footage of peak crowds at Flinders Street station for a documentary film on Australian railways. The completed film will be widely screened in Australian film theatres and used by our U.K. representative.



TV COMMERCIAL, shot recently at the Wodonga factory of Uncle Ben's Pty. Ltd., featured loading sequences into rail wagons. Here, the camera crew discuss the shooting with Graham Kennedy (far left).

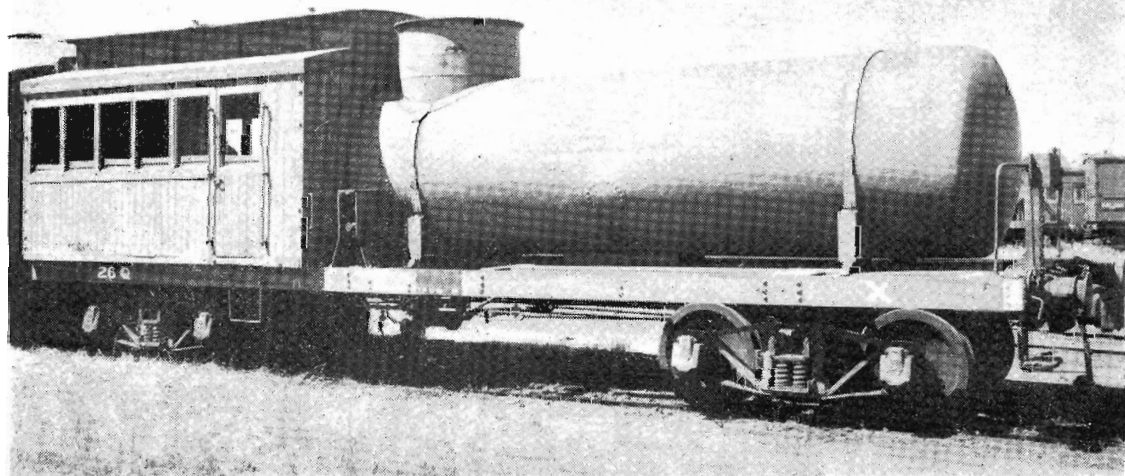


COMING



NEW STEEL BRAKEVANS are being built at Newport Workshops for freight trains. Fifteen of them will be built this year to replace obsolete Z-type brakevans, which date back to 1879.

GOING



UNUSUAL LOOKING WAGON waiting at Newport to be scrapped, carried Pintsch gas (high calorific gas) — once common on the V.R. There were two of these wagons, classed Q. Converted in 1910, they featured a 6,000 cu. ft. (under pressure) storage tank and pumping equipment to transfer the gas to lineside storages.

FOUR SAFETY STORIES...

TURTLE CLUB GETS MORE MEMBERS



The Turtle Club was formed in Canada in 1962 to recognise the people who had been saved from death or severe injury by wearing safety head protection. The American sponsor is Mr. E. W. Bullard, of California, who covers all the costs of hats, badges, etc. The Australian representatives are the National Safety Council.

All members who accept membership of the Turtle Club also accept the duty of encouraging others to wear safety head protection.

The first Victorian railwayman to join the Turtle Club was Herbert Mandel, who was saved from serious burning by his safety helmet when molten pitch was accidentally spilt on him. (See *News Letter*, February 1968, p. 30.)

The seven new members, with details of their escapes, are (left to right)—

David Kibble: In November 1969, in North Melbourne yard, high winds caused a 40 ft. extension ladder, weighing 150 lbs. to fall and strike Mr. Kibble on the safety helmet, knocking him to the ground but causing no injury. **Graeme Leersen**: In August 1970, in Tottenham yard, Mr. Leersen was cutting a stay-wire on a pole. Suddenly, the wire, which was under tension, parted and whipped back, striking and splitting the safety helmet but causing no injury to Mr. Leersen. **Arthur Bastin**: In August 1970, when branches were being lopped from a tree above overhead wires at Box Hill, a branch weighing 25-30 lbs. fell 25 ft. and struck Mr. Bastin on the safety helmet. The helmet was split but Mr. Bastin was not injured. **Frank Walsh**: In April 1967, while working at Richmond station, a pair of pliers, weighing

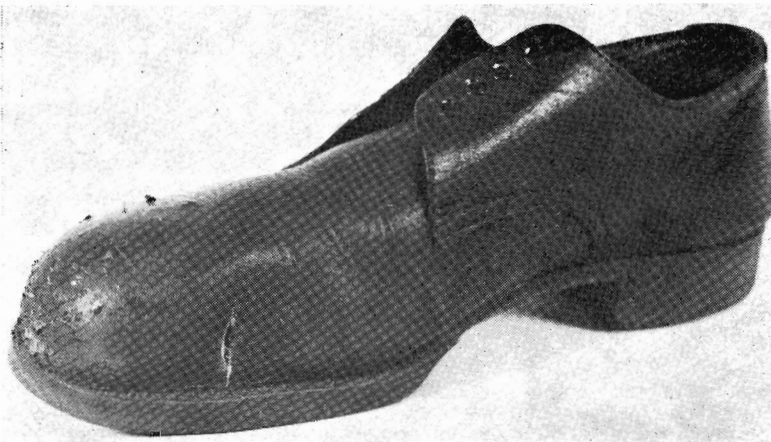
1½ lbs., fell from a tool-bag of a workmate 30 ft. above him. They struck and dented the safety helmet but Mr. Walsh was uninjured.

Bernard Blencowe: In March 1968, Mr. Blencowe was helping to renew overhead contact wire at Gardenvale when the wire broke and a ladder, with a workmate on it, fell striking Mr. Blencowe on the safety helmet and knocking him to the ground but causing no serious injury.

Ronald Bastin: In November 1962, an 8lb. steel clamp fell 15 ft. from overhead wires striking Mr. Bastin's safety helmet. The helmet was dented and Mr. Bastin suffered slight concussion but was not seriously hurt.

Patrick McMahon: In November 1969, while supporting a ladder for a workmate, Mr. McMahon was struck on the safety helmet by an electrical fitting weighing 2 lb., which fell 30 ft.; no injury resulted.

SAFETY SHOES PREVENT SERIOUS INJURY AGAIN



Proof that the Railways' safety shoes prevent serious injury comes from Heywood's assistant stationmaster, Mr. N. Carr. Last November, when coupling up a rake of wagons, Mr. Carr attempted a last second adjustment to an automatic coupling by pushing it with his foot. His foot slipped and was jammed in the couplings. To release him, the train had to be eased up so that the releasing pins of the couplings could be lifted. Despite the enormous pressure that must have been exerted, Mr. Carr suffered only a partially crushed foot. A month later he was back at work, and only too happy to admit that his safety shoes prevented much more serious injury.

OLD SHED
A CLOSED
BOOKRINGS CAN BE
DANGEROUS

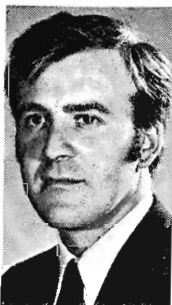
A former disbeliever that rings could be dangerous is Clerk Wes Gordon from the Secretary's Branch.

Recently, when Wes ran through the wicket gates at a pedestrian crossing, his signet ring caught on some object on the gate.

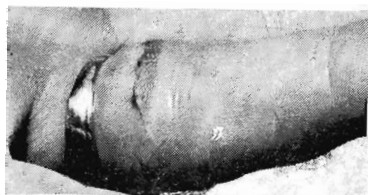
"It felt as if my arm had been torn out from my shoulder," he said. "I grabbed it, and then realised that it was my finger that had been injured."

The bottom of the ring was embedded into the finger. The finger was bruised and cut, and swelled quickly. The ring later had to be cut off.

Recalling the incident, Wes said that he was amazed at the injury as he had been only running. "I would hate to have caught the ring on an object if I had been jumping from, say, a wagon," he said.



Wes Gordon



The injured finger before the ring was cut off.

Thirty-four drivers from the V.R. motor transport pool at Melbourne Goods Terminal received awards in the National Safety Council of Australia's freedom from accidents campaign.

Awards are given to drivers who complete a year without a blame-worthy accident.

The top four drivers from the pool were: Don Garlick (*centre*), 35th year award; Jack Green (*right*), 30th year award; Jeff Milner (*left*), 25th year award and Percy Smith (not present when the awards were made), 23rd year award.

Mr. Garlick, who drives a tip truck on general maintenance work for the metropolitan district engineer and other branches, tots up about 15,000 miles each year; Mr. Green drives the printing works van most of the time and averages about 8,000 miles a year. Mr. Milner drives the Railways furniture removal van about 35,000 miles a year. Mr. Smith a cash van driver, averages over 8,000 miles a year.

Many of the other drivers who received awards had completed more than 10 years safe driving.

Awards for more than one year's safe driving must be consecutive; any blameworthy accident returns the driver's tally to nil.

Conscience money

Conscience money of \$3 was received by the Director of Transport during January. The accompanying letter said that the money was for "fares I should have paid as a result of 'over-travelling' during 1969".

Amounts are frequently sent to the Railways, and during 1970, \$124.71, in lots varying between 15 cents and \$75, was received.



No tickets were issued or tallies kept in this old timber shed, which stood behind a house in Highett Street, Richmond, when inspected by interested railwaymen, but the building still served as the householder's lavatory and storeroom.

A claim had been made by the owner of the premises, who lived nearby, that the shed had once been the original Flinders Street railway booking office. This assertion is a possibility because a wall still possessed the typical booking office aperture. However, it proved impossible to establish the history of the building with any certainty.

Meanwhile, when inspected, the shed was marked for demolition, together with adjacent homes, to make way for a Housing Commission high density development. By now the wreckers may have converted the shed into debris and no person will ever know the truth concerning the history of the building.

Containers

... It is appropriate that we should formally record our appreciation for the efficient manner in which 500 20-ft. containers were recently railed between Melbourne and Sydney. We wish to thank, through you, those members of your organization who played a part in the execution of this complex operation.

—D. M. Fletcher, Operations Manager for Victoria, ACTA Pty. Ltd.

LINES FROM OTHER LINES

250 M.P.H. AT FIVE CENTS A MILE

Passengers on railways of the future could be whisked from city to city at 250 m.p.h. at a cost of about 5 cents a passenger-mile.

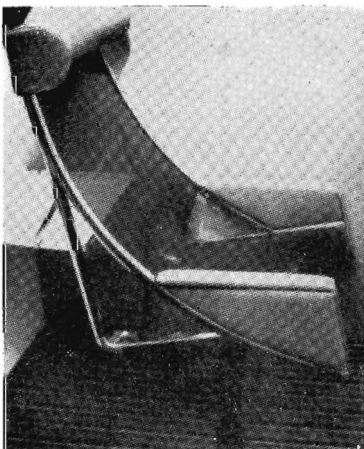
A study carried out in the United States into the technical and economic aspects of the Hovertrain, which rides on a cushion of air, found that costs per passenger-mile on a route carrying five million passengers a year using the British system would cost only (U.K. figures) 2.54 pence compared with 3.62 pence for the American Hovertrain and 2.95 pence for the French.

The study compared the costs of three types of Hovertrain—those developed in the United States itself, in France and in Britain.

Trials are to begin shortly on the British prototype using a three-mile concrete hoverway specially built near Peterborough, in the English Midlands.

If trials are successful, the system could be in passenger operation within five years.

NET SUSPENSION SEAT



Developed from work carried out on US spacecraft, British Railways engineers have designed a light-weight seat.

The passenger's weight is carried by a nylon net, stretched over a metal frame which has conventional arm and head rests. Designers say

the seat is light, easy and inexpensive to manufacture, cool, and extremely comfortable because the nylon net adjusts to the body's contours.

International Railway Journal

GANDY DANCERS LINE

Among U.S. railways, the Chicago and North Western is unusual says "Time" magazine; its commuter trains run on time. Recently this railway gained an even more remarkable distinction. The private company, which owns the railway, sold it to the employees; from its president to the gandy dancers (repairers).

The new owners of the railway have formed themselves into a company known as the North Western Employees Transportation Company. They acquired the line by taking over \$401 million of its debt and have agreed to pay \$19 million to the vendors over 20 years.

All the railway's 14,000 employees have been invited to buy shares in the new company in amounts ranging from \$500 to \$100,000, depending on salary. The Chicago and North Western line's former president will become president of the new company. He has great expectations of a jump in productivity when employees become owners. "There are a helluva lot of people working unsupervised on our 11,500 miles of track," he said. "If they feel the railway is not just an impersonal operation, we can get some real motivation."

STEAM FOR TOURISTS

With steam locomotives just about extinct in New Zealand, the Government Railways has announced plans for a regular steam-operated passenger service for tourists.

Some 4-6-2 type locomotives and vintage passenger carriages will run on the scenic 38 miles freight-only line between Lumsden (about 50 miles north of Invercargill) and Kingston, at the southern tip of Lake Wakatipu. A 1912-built triple-expansion coal-burning steamship,

S.S. *Earnslaw*, runs regular tourist trips on the lake and calls at Kingstown.

Lumsden is the crossroads for the major South Island resorts of Queenstown and Milford Sound, and gives access to the scenic Haast Pass.

Railway Gazette

WAGON SCANNER

Most of the two million wagons interchanged between North American railways now bear a reflective label which can be electronically read at 80 m.p.h.; this \$US70 million project is a vital link in the computer chain which is bringing order and precision to the movement of wagon load traffic.

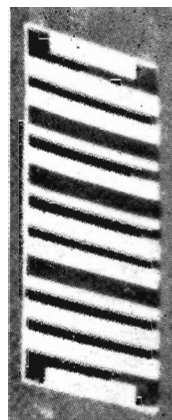
Some of the benefits which will result are: fewer personnel required for wagon records; greater wagon use; less wagon accounting and distribution costs; faster wagon turnaround; and accurate location of wagons when required.

Since 1965, three systems have been field tested. The one adopted features a colour-coded label on rolling stock, and lineside electronic scanners and decoders.

The label is made of retro-reflective sheeting which reflects light energy over wide angles and appears about 200 times brighter than the brightest paint available.

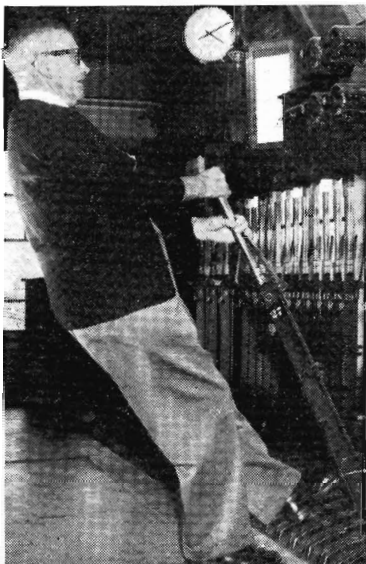
Each label has 13 modules, which represent digits. The first module from the bottom is called a *start*, the next four give the numerical code for the wagon's owner and type, and the next six give the wagon number. The twelfth module is called a *stop* and the last is the validity check digit.

Labelling cost was about \$US10 per wagon.



The car labels (above) use modules of blue, red, white and non-reflective black to indicate major details about each wagon.

At E Box 25 years



Mr. Shiels makes the road for another train.

For the last 25 years of a railway career that started in 1921, Senior Signalman J. W. Shiels has been at E Box, near the Melbourne Cricket Ground.

Mr. Shiels joined the Railways in 1921. From Mirboo North (or North Mirboo as it was then), he was trained at Flinders Street station then posted to Neerim South (a station on the now-closed Warragul to Noojee line) as a lad porter.

His first signalling appointment was at Stawell in 1930, where he stayed for 10 years. From 1940 to 1946 he worked at many metropolitan signal boxes before transferring to the busiest of them all—E Box.

With a hint of pride, he mentioned how 90 trains were signalled past E Box between 5 and 5.45 on week nights.

But his career of swinging levers, and listening for bells ended on April 7, when he retired.

After a trip to Western Australia, he intends giving his garden the same diligence that he gave to his signalling career.

Underground engineer

Newly appointed general manager and chief engineer of the Railway

Construction Board is 43 year-old Mr. Frank G. Watson, B.A., M.I.E. Aust., A.F.A.I.M., M.-S.A.E.-A., M.I.E.T. He will be seconded as chief engineer for the Melbourne Underground Rail Loop Authority as required.



Mr. Watson

Although not a railwayman, Mr. Watson's record is impressive. He has worked with the Hydro Electric Commission in Tasmania and with the Melbourne and Metropolitan Board of Works. While with the latter, he was instrumental in solving a world wide problem of how to use high speed rock tunnel boring machines through broken rock. A modified M. & M.B.W. boring machine has improved its progress by over 400 per cent.

Mr. Watson, while overseas last year, visited underground railways and underground works in San Francisco, Los Angeles, Chicago, Port Huron, Toronto, Washington, London, and Spain.

"I was impressed by the way they handled the vandal problem on stations in Toronto, and by the durability of the New York subway cars," he said. "And the San Francisco B.A.R.T. project was using some interesting techniques," he added.

Born at Boulder, near Kalgoorlie, in W.A., Mr. Watson gained his early engineering training in the W.A. School of Mines at Kalgoorlie. He followed this with many years of academic training by part time study and correspondence.

He was a part time lecturer in Applied Economics and Management Theory at Hobart Technical College.

Mr. Watson is looking forward to working on the underground project, and his personal ambition is to "see it finished within the present schedule of seven years".

On loan to CAC

Acting Foreman Alby Wetzlar, of Jolimont's Mechanical Lifting Shop, was one of the many railwaymen who were on loan to various

Commonwealth organizations during the second world war. From 1941 until the war ended in late 1945, he worked as a toolmaker for the Commonwealth Aircraft Corporation, while that company was making parts for fighter aeroplanes.

He summed up his years "on loan" as "great experience" and recalled that, occasionally he, and other workers, would watch test flights of Boomerang, Mustang and Wirraway aircraft at the Fishermen's bend airfield.

Mr. Wetzlar started at Newport Workshops in 1921 as an apprentice fitter and turner. Having completed his apprenticeship, he was one of the many tradesmen who considered it "proud, and a great thrill, to have helped build S 300".

About this time, Mr. Wetzlar was playing league football for Richmond. "I was the regular wingman for the seconds for some years as the senior team had Stan Judkins and Alan Geddes as regular wingman; Stan won the Brownlow Medal in 1930 and Alan was runner-up in 1926," he reminisced.

In 1931 Mr. Wetzlar was transferred to Jolimont Workshops and has remained there with the exception of his time at CAC.

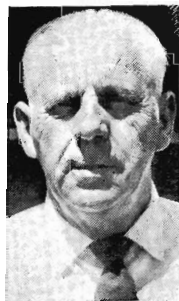
Following his retirement on March 5, he intends to master the game of bowls.

Signal box man

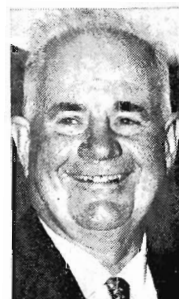
An entire career associated with signal boxes is the result of Block and Signal Inspector Felix Patrick (Pat) Daly's 49 years with the Railways.

From his 1922 start as a block recorder at Moreland, Mr. Daly progressed through the various signalman grades until made a block and signal inspector in 1956.

His inspecting duties took him to all signal boxes in the metropolitan, eastern and



Mr. Wetzlar



Mr. Daly

Ballarat districts.

Although he retired in January, a send-off was given last month.

In his retirement, Mr. Daly and his wife intend to "take things easy" after travelling to Western Australia and Cairns.

At the farewell gathering, he was presented with a dinner and coffee set, a travelling case, and a transistor radio.

Time on his mind

Mr. Charles Murray, assistant stationmaster at Essendon, believes that the station clock at Woodend is the best



Mr. Murray carefully winds a clock from his collection, which he has installed at Essendon, for the duration of his stay at that location. It is a railway clock purchased from the reclamation depot at Spotswood.

Shepparton do-it-yourselfers

Shepparton railwaygirls (left to right) Leeanne O'Keeffe, Philippa Grist and Gwen Irwin believe in doing-it-themselves, when it comes to uniforms.

The three girls bought patterns and the material to make their own uniforms. Their shirt-style button-up uniform is steel grey with a red monogram "Victorian Railways". They have worn their uniforms since January and describe its length as a "good eyedeal (ideal) length".

Leeanne works on the switchboard at Shepparton and is also the teleprinter operator. For sport, she plays softball and basketball but prefers softball, as she won the best and fairest in Shepparton League in 1968 and 1969. She is on the ladies committee for the Lemnos Football Club, last year's premiers in the Goulburn Valley League, and is sure they will take out the 1971 flag.

Philippa, a typiste in the goods shed, has been with the railways for 12 months. Her hobby is art, and she is studying three nights a week for a diploma in art and design at Shepparton Technical College. Any spare time left is devoted to tennis.



Gwen has been an accounting machine operator in the goods shed for 23 months. She enjoys 10 pin bowling and her best score is 161—quite good for women. She also plays softball and is captain of her team in competition to Leeanne.

looking and best kept of all the station clocks in the V.R.

He says Woodend staff regularly oil and polish the casing of their clock, and clean the face and glass, with most gratifying results for clock lovers like himself.

Mr. Murray started his railway career at Anstey, (then called North Brunswick) just over 44 years ago. He has been interested in collecting clocks of the larger variety for the past 25 years. At present there are 11 ex-railway clocks in the Murray collection, including specimens from Somerton, Warragul, Dunkeld and Glenrowan.

Charlie Murray permits an element of romance to enter the conservation when showing visitors his Glenrowan timepiece. He will claim that this was the clock in use on the local station at the time of the demise of the famous Kelly gang. "Of course, that may not be true," he will admit, if pressed for some proof.

The old clock from Dunkeld is said to have once fallen on the head of the local stationmaster when his office was rocked by the derailment of a goods train which hit the platform. When telling the story, Charlie Murray will hasten to point out there was no apparent damage to the clock.

The Essendon clock expert is of the opinion that the best station clocks belonged to a bygone railway age. These were Ansonias from the U.S.A. The V.R. once owned 200 of them. Today they would be almost 100 years old and valuable collector's items.

SUPERVISOR'S COURSE FOR RAILWAYMEN

About 2,000 Victorian Railways staff in supervisory positions will be given a course in management principles.

The course, prepared by representatives from the major branches and under the direction of Education Officer Bill Hunter, will run for six days in three groups of two days about a fortnight apart. About 20 people will attend each course.

Content of the course includes advice for understanding and accepting responsibility, improving communication and self-expression, creating an awareness of management's objectives and problems, and helping supervisors to recognise and develop potential in their staff.

Developments and progress in the transport industry will be also be given.

RETIREMENTS

ACCOUNTANCY BRANCH

Humphreys, W. G., Auditor of Revenue, 3/2
Edwards, A. S., Inspector of Accounts, 2/3

ELECTRICAL ENGINEERING BRANCH

Williams, C. P. E., Distribution Division, 13/5

ROLLING STOCK BRANCH

Anthony, J. E., Head Office, 10/3
Banfield, A. H., Bendigo North, 31/5
Bonfante, S., Nth. Melbourne, 13/5
Dorgan, C., Nth. Melbourne, 1/5
Gyenes, E., Newport, 12/5
Mackellin, A., Newport, 29/5
Mitchell, S. C., Newport, 26/2
Paine, L. E., Newport, 30/5
Pardalis, T., Newport, 12/5
Paynting, J. A., Bendigo North, 23/5
Prozenko, P., Jolimont, 29/5
Rees, N., South Dynon, 3/2
Strachan, C., Bendigo North, 10/2
White, P. E., Newport, 7/5

STORES BRANCH

Fitzpatrick, M. J., Hamilton, 12/2

TRAFFIC BRANCH

Cole, A. W., Brooklyn, 20/3
Larkins, M. E., Footscray, 2/5
Fraser, H. A., Wodonga, 10/5
Meagher, F. D., Geelong, 21/5
Phelan, J. W., Ararat, 21/5
King, H.E.R., Gowrie 24/5
Hally, (Mrs.) N. E., Bacchus Marsh, 30/5
Evans, A. C., Melbourne Goods, 20/5
Burt, C. S. Ballarat, 6/3
Evans, R. F., Seymour, 13/3
Schofield, P. J., Melbourne Goods, 3/4
Langran, T. H., Morwell, 9/3
Crennan, G. M., Flinders Street, 8/4
Glennon, P. E., Flinders Street, 8/4

WAY AND WORKS BRANCH

Christie, W. L., R.F. Benalla, 19/2
Diduh, N., Eng. Spl. Works, 14/5
Dimasi, P., R.F. Geelong, 5/2
Gerdtz, J. F., Ballan, 16/5
Goodrem, C. H., Talbot, 29/1
Jones, R. R., W.F. Wangaratta, 5/3
Miano, A., W.F. Spencer Street, 27/5
Rickard, W., W.F. North Melbourne, 15/5
Robertson, F. C., R.F. Ballarat, 8/5
Russell, W. G. R., Williamstown, 30/5
Stokes, W. E., W.M. Spotswood, 5/2
Strappazon, A., Spencer Street, 30/4
Sulman, F., R.F. Laurens Street, 16/2
Thompson, J. R., Cobden, 18/1
Wyatt, R. F., W.M. Spotswood, 15/2
Kozlowski, J., Rosedale, 10/2
Royals, E. R., R.F. Seymour, 9/2

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Rowell, F. W., Warragul, 25/2
Susnica, M., Newport, 26/2
Swain, M. J., Jolimont, 17/2
Trops-Elsnitis, J., Ball. Nth., 21/2

TRAFFIC BRANCH

Mann, R. O., Leongatha, 19/2
Richards, G. L., Reservoir, 4/3
Philaitis, J., Westgarth, 4/3
McGann, A. M., Melb. Goods, 14/3

WAY AND WORKS BRANCH

Britton, D. M., Korong Vale-Boort, 25/2
Knersch, L. A., Camberwell, 8/3
Rogers, J. E., W.M. Spotswood, 2/3
Sekula, T., W.F., Newport, 5/3

Institute INews

OVERSEAS TRAVEL

In today's modern world, with fast jet services etc., it has become a simple matter to holiday in some far off country—perhaps the Far East, Japan, the Pacific Islands, New Zealand, America, even England or the Continent. It's quite evident that over the past few years Victorian railwaymen and women are joining these overseas trippers in increasingly larger numbers. Naturally, one of the limiting factors is finance, and air fares make large inroads on money set aside for a holiday.

Another group of Australians who are vitally interested in overseas travel are our immigrants. For a variety of reasons they usually show a keen desire to re-visit their homeland, quite often accompanied by their families. Again finance is a deciding factor, and again the air fare is possibly the biggest expense involved.

Some of our sporting clubs may also be interested and perhaps our bowlers or golfers may like to visit some overseas country and try their skill against opponents in that particular area.

Your Institute has been fully conscious of these matters, and we have been able to arrange considerable discounts on air fares for our members. Certainly, one of the conditions is that a minimum of fifteen persons (including members' families) must make up the party, but should the party consist of more than fifteen, then the discount will be proportionately greater. When you realise that the savings could range from 33½ to 45 per cent then surely we can muster the required number, and take advantage of this tremendous offer. Incidentally, two stop-overs per person are permitted on these trips.

These concessions are available over the Christmas period, but it is necessary to make the bookings as early as possible. So, should you be thinking of holidaying in New Zealand, playing bowls in Fiji in June, or visiting your families in England, Italy, Greece etc., then

contact the Institute, auto 1642, early in making your arrangements. Remember, it is your Institute, and we are designed and set up to help you—the member.

RETIRED RAILWAY-MEN'S ASSOCIATION

This Association is affiliated with the Victorian Railways Institute and membership of the Association carries with it membership of the Institute and entitlement to participate in Institute activities. The annual subscription is \$2.00.

The Association has a social meeting for members at the V.R.I. Ballroom, 3rd floor, Flinders Street station buildings at 1.30 p.m. on the first Thursday of each month except January. Each year there are three ladies socials, at which popular entertainers provide an excellent musical programme, men's socials and a Christmas reunion dinner. A picnic at Mornington is also arranged with reduced rail fares available.

All retired railwaymen, and those retiring, are invited to join the Association. The Honorary Secretary is Mr. G. E. Morris, 100 North Road, Newport, 3015, telephone 391 2473,

INTERSTATE & NEW ZEALAND CONCESSION TRAVEL FOR RETIRED RAILWAY-MEN

Travel concessions for retired railwaymen in, addition to existing pass privileges, have recently been granted.

Retired railwaymen, and their wives, eligible for passes after retirement will be entitled to half fare rail travel in New Zealand and one return interstate journey per year at half fare provided they had, at their date of retirement, completed 30 years' service calculated in accordance with the principles followed for long service leave purposes. The New Zealand privilege is available for one visit annually.

Those who were entitled to a first-class interstate pass before retirement can travel first-class at half the ordinary first-class fare. All others will be eligible for economy travel only at the concession rate, but they may travel first-class if they also pay the difference between the economy and first-class fare.

Sleeping berths on "Spirit of Progress", "The Overland", or relief expresses may be booked two days before travel, except at times when passholders are not entitled to travel on these trains, but berths on "Southern Aurora" will not be available to concession ticket holders. Normal charges will be made for sleeping berths or seats.

Authority to purchase the tickets at half fare will be given by letter after application to the Secretary for Railways, Room 108, Head Office. The letter will be issued in duplicate—one copy for the booking clerk as authority for the issue of the ticket at half rate and the other to be held by the passenger as his authority to hold such a ticket. Information about restrictions on other systems will be available from Room 108.



V.R.I. chess grandmaster simul

New ground was broken by the V.R.I. Chess Club recently, when this very enthusiastic band of chess players arranged a visit of an overseas grandmaster to our Institute. Mr. A. Matanovic, from Yugoslavia, one of Europe's leading chess exponents, was invited to play 30 opponents simultaneously—and as an indication of his ability finished the evening winning 26 games outright, drawing two and being beaten in two. To see an exhibition of this type could be compared to an exhibition of golf by, say, Gary Player, so the arranging of this was a real feather in the chess club's cap, and the V.R.I. chess club president, John Meke, signal assistant at Williamstown, and Alwyn Marshall, the club's honorary secretary, are to be congratulated on their enterprise and organization.

The club also took the opportunity on the same night to present the trophies won during 1970, and Institute general president, Mr. M. L. McKenzie, performed the ceremony.

Mr. J. Meke was announced club champion for 1970, Mr. H. Werner won the 1970 B grade title and Mr. G. Comopoulos won the club's 1970 lightning tournament.

Cricket

The first of two matches which, I understand, is to decide the "champions" of Central Victoria, was played recently at Maryborough. Teams representing Ararat and Maryborough competed and from the report received, I'd venture to say that the cricket was far more entertaining than that of the recent test series. Ararat had first use of the wicket and apparently decided that attacking cricket was the order of the day as one of their openers, D. Watson, promptly belted 26 runs off the first six balls he received. The 26 included three sixes, two fours and a two. Ararat were all out for 196, and while the Maryborough boys entered into the spirit of the game and also went for a big hit, they just failed to overtake their opponents, being all out for 162. When you work it out, 358 runs scored in an afternoon is not a bad effort, is it? Anyway, I understand Maryborough are in strict training for the return return match at Ararat and are pretty confident they can knock their opponents off.

Basketball

This is the last call for railway basketball players, both men and women, who wish to be considered for selection in the Victorian side that will represent this State in the 1971 Intersystem Carnival to be held in Melbourne, in October. It is essential that both the male and female squads be chosen by June so they may have the advantage of coaching. Country players are asked to submit applications and a number of practice games are planned in country centres. Applications should be forwarded to reach me, at the V.R. Institute, Flinders Street, not later than May 14.

Intersystem carnival

Two factors contributed to our winning the 1971 Intersystem Cricket Carnival staged recently in Canberra. Firstly, the magnificent team spirit which prevailed in the Victorian party and, secondly, the tremendous performance, both with bat and ball, turned in by vice-captain Les Hill. I feel this win of ours again proves the old adage—a champion team will always beat a team of champions. When the party left Spencer Street en route for Canberra it could be said that we had a side of club cricketers, yet guided and encouraged by Captain Stan (Stumpy) Wallis they went through the carnival undefeated, beating sides which, on

paper, looked far superior. While emphasising that this win was a team effort, some individual performances are worth recording: Les Hill, who scored 207 runs in five innings and finished with an average of 41.4; Lou Balcombe, also five innings (one not out), with 167 runs for an average of 41.7; Bob Coyne and Stan Wallis who both finished with averages of 18.0 each. With the ball, Les Hill was the star, sending down 90.2 overs and taking 25 wickets for an average of 7.96; Ron Jenkins bowled 103 overs and finished with an average of 22.15; Lou Balcombe took nine for 97 (average 10.7) with his spinners and left hander Bob Coyne had the excellent figures of 14 for 171 off 45.3 overs, giving him an average of 12.2.

At the presentation dinner, Manager Keith Hopkinson proudly accepted the Commissioners' Shield on behalf of the Victorian team, and the night was really topped off when it was announced that Les Hill, Lou Balcombe and Neil Maddern were selected in the All-Australian team. Les was named vice-captain of this side. Neil Maddern was awarded the Managers' Trophy for the best first trip player at the Carnival. To Manager Keith Hopkinson, Captain Stan Wallis, vice-captain Les Hill and the rest of the team, congratulations on a job well done.

Maryborough V.R.I. golf tournament

It is very pleasing to see Maryborough have entered the golf circuit and are conducting a tournament on Sunday, July 18, which, it is hoped, will become an annual fixture on our golf calendar. Hit-off will be 10.30 a.m. and events will provide for "A", "B" and "C" grade golfers as well as lady golfers. Entry fees are for men, \$3.00, ladies \$2.00 (including a three course meal from 5 p.m.) This tournament will be played on the Maryborough golf Course, and entries close on July 3 with the V.R.I. Secretary at Maryborough, Mr. M. Rosini.

NOT THE BIGGEST

February *News Letter's* claim that the V.R.'s longest livestock train ran in January was disputed by Mr. W. Minchinton, Rolling Stock Branch special officer.

Investigation into the claim shows that in July 1932, 7,701 sheep were railed from Wodonga to Newmarket in a train of 73 vans; and the record length was set in March 1933, when 79 wagons of cattle were handled from Wodonga to Boorcan.

A further claim that 83 cattle wagons were hauled from Wodonga to Newmarket in 1933 cannot be verified.

VICTORIAN RAILWAYS

NEWS LETTER

MAY



1971

10 CENTS



GETTING THE MESSAGE ACROSS

Recently, I had discussions with a young businessman — not a regular rail user—but one who had interested himself in many facets of railway operation.

He made a number of suggestions for publicity, public relations, advertising, train running, and future planning.

His comments were most interesting; his suggestions, in some cases, resulted in action being taken. However, when he started to talk on what should be done in train operation, signalling and modern improvements, it became obvious that despite the publicity that we have given to the subject, he did not realise that the major reason for our apparent slowness with some projects—and indeed our lack of progress on others—was the lack of money made available for capital works.

We have publicized many times the fact that the amount of railway loan money has not changed for 16 years, while in that time the average railway wage has increased by 84.3 per cent, the average return per ton mile for goods and livestock traffic has fallen from 3.42 cents to 3.05 cents and returns per country passenger train mile

have slumped from 171 cents to 153.57 cents.

In fact, the average freight train rate per ton mile is the same as it was 16 years ago.

Every railwayman should make it clear to the public that slow progress in some works is not our choice. In money terms, our loan funds, although the same amount as 16 years ago, buy only half of what they once did.

What funds we get, must be spent first on safety—relaying tracks, replacing old bridges, and replacing metropolitan carriages that are, in some cases, over 80 years old.

Any money left after this is allotted to projects that will save us money in the long term. An example of how money can be saved is the completed \$14 million modernization of Melbourne Yard. As we recently reported, this project is returning over 10 per cent on the original capital.

There are other areas where a lot can be done to net us big savings—but the missing ingredient is finance to institute the projects.

G. F. BROWN

NAME CHANGE

Diggora West will be Victoria's newest railway station name from July 1, but it's not a new station.

The Victorian Place Names Committee has directed the Victorian Railways to rename Warragamba railway station, 140½ miles from Melbourne on the Elmore-Cohuna line, to that of the area.

The Department had objected to the new name because of its similarity in sound to Diggers Rest.

PUBLIC TRANSPORT A SPENT FORCE?

You won't believe so after you've been to London for 90 per cent of that city's work force use public transport.

Figures show that 39 per cent commute by the London under-

ground, 36 per cent travel by main line British Railways and 15 per cent travel by bus.

The remaining 10 per cent enjoy the daily traffic snarls from their cars.

And *The Sun* reporter Don Petersen reports a similar trend from car saturated New York. He said that "like thousands more, fed up with massive traffic snarls, I stopped driving to work. Now I ride a commuter train."

The Metropolitan Transport Study for Melbourne revealed that, in 1964, 33.6 per cent of Melbourne's workers used public transport.

WORTH QUOTING

"... Millions of dollars will be tied up providing trains making five or six trips a week morning and

evening," Mr. Milton Morris, N.S.W. Minister of Transport said.

"This is an immense amount of capital to have tied up in this way, but we must remember that transport is the basis of the city's prosperity and growth..."

The Australian

"... Senior (N.S.W.) State Government advisers said Australia was the only country in the Western world where the central government had not accepted responsibility for general urban transport..."

The Australian

NOT ONLY... BUT ALSO...

● In a time of much criticism against losses by public transport authorities, particularly railways, it is interesting to note that railways do not hold exclusive rights to the red ink industry.

The Australian recently reported that in the United States, 1970 has gone down as the most disastrous year in U.S. civil airline history as major U.S. airlines lost almost \$150 million.

It quotes losses as: Pan American \$43.2 million, Trans World Airlines \$57.6 million and American Airlines \$23.4 million.

● Not only the Victorian Railways have been offered *lock, stock and barrel* to the Commonwealth Government, but also New South Wales Railways, the *Financial Review* reports.

South Australia's Premier, Mr. Don Dunstan, has also offered the South Australian railway system to the Commonwealth "under certain conditions".

● Not only Australian railway systems make big losses but also the Japanese National Railways. *The Herald* reports that for 1970 JNR lost \$400 million and its interest bill is now \$1 million a day.

FRONT COVER

The scene is Bendigo Workshops and boiler makers are putting the finishing touches to another ELX wagon side. Over 175 ELX wagons have been built at the workshops.

IS THIS FAIR?

Most newspapers claim that their reporting is fair and unbiased—and surely, when there is a controversy, both sides should be able to state their view.

On March 25, *The Sun* ran a letter in its 50-50 column complaining about the need for additional peak period Glen Waverley line trains.

On March 26, the Department sent a letter to the editor of *The Sun* stating the problems involved. The letter said, in part, that additional Glen Waverley trains could not be provided because the section of track between Richmond and Melbourne used by Burnley group trains is at maximum capacity, but added that work was in progress to ease problems on this section.

We also said that extra trains could not be run until we took delivery of some of the new stainless steel trains.

Our letter did not appear, but, on March 31, another letter supporting the first appeared in *The Sun's* 50-50 column.

Is this impartial? Is this fair?

MUCH TRAVELLED MUM

With the start of the 1971 League football season last month, a Hawthorn footballer's mother has started her fourth season in a row of travelling more than 400 miles each match day to see her son play.

The footballer is Hawthorn defender Norm Bussell, who has played more than 65 senior League games (including night games) with the Hawks.

His mother, Mrs. J. Bussell, drives her car 34 miles from her Cheshunt home (near Whitfield) to Wangaratta station, to join the 8.13 a.m. train to Melbourne.

On arrival at Spencer Street station at 11.45 a.m., son and family escort Mrs. Bussell to the ground. After the game, Mrs. Bussell is taken to Spencer Street station in time to catch "Spirit of Progress" for Wangaratta.

I've never missed seeing Norman play; even when he was with Wangaratta Rovers, I was his keenest barracker, and critic too," a proud Mrs. Bussell said.

FISHY STORY

About 10 tons of fresh water fish were brought by train from

Mildura early in April for Good Friday fish eaters.

From the Murray and Darling Rivers, the fish were, in the main, perch, but included Murray cod, cat fish, carp, bream and redfin.

The catch came from the nets of many of the 50 professional fishermen in the area.

The fish came by road to Mildura from as far away as Renmark in South Australia and were loaded into special iced wagons on the "Fruit Flier".

45 YEARS OF NAMES

On May 3, 1926—45 years ago—Victoria's first officially named train, the *Geelong Flier* began running. A few months later, the train to Adelaide was named *The Overland*.

Geelong Flier left Flinders Street at 9 a.m. and returned from Geelong at 4 p.m.; the 46 mile journey took 70 minutes each way.

The following year, the *Geelong Flier*, starting now from Spencer Street, was extended to Port Fairy. For this reason *Geelong* was dropped from the title and the train has been known as *The Flier* since 1927.

Before 1926, Victorian main-line trains had no public identification, other than destinations and departure times.

However, by custom, two important trains with interstate passengers had become generally known as the *Sydney Express* and the *Adelaide Express*.

The Overland, also celebrating its 45th year as a named train, has had many changes since the first Adelaide express ran in 1887.

Today, *The Overland* is completely air-conditioned with sleeping carriages, modern seating carriages with reclining seats, as well as a club car and a cafeteria car. It is one of Australia's famous trains.

Other named passenger trains running in Victoria are:

● *Southern Aurora*—since 1962, all-sleeper overnight train between Melbourne and Sydney.

● *Spirit of Progress*—started in 1937 as all-sitter between Melbourne and Albury; extended to Sydney with the opening of standard gauge in 1962. Has sleeping berths but is mainly sitting accommodation, with direct carriage to Canberra.

● *Intercapital Daylight*—started as *The Daylight* between Melbourne and Albury in 1956, connecting with the New South Wales Railways train of the same name. In 1962, the N.S.W. train was extended to run, as the day train, between the two capitals.

● *The Gippslander*—the name given to the Melbourne-Bairnsdale train in 1954.

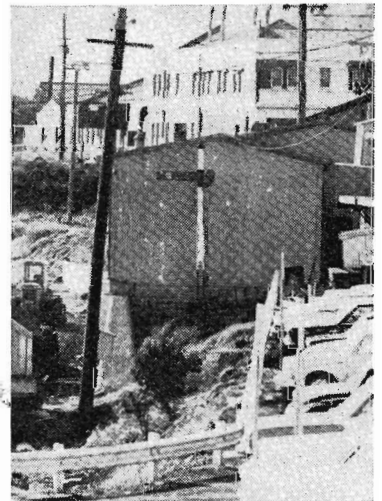
● *Great Northern Limited*—the morning train from Melbourne to Bendigo. This name was used from the 1920's until the early 1950's when it lapsed as the train was no longer an express. The name was revived in August 1970, when the morning train reverted to some express running.

● *Albury Express*—the evening broad gauge train from Melbourne to Albury; it returns from Albury the following morning.

Over the years there have been other named trains such as *The Boat Train*, *Mildura Sunlight*, *Better Farming Train*, and the *Centenary-Jubilee Train*.

The *Reso Train* and *Train of Knowledge* still run, as required.

WHAT IS THIS SIGNAL DOING HERE?



Page 74 has the answer

RAILROADING IN VIETNAM



South Vietnamese Army soldiers ride a flatcar preceding the Da Nang-Hue train. The flatcar detonates pressure mines in the train's path. Enemy attacks often follow.

Everyone knows there's a war in South Vietnam; in any country racked by conflict, essential services suffer. Few people probably realise that Vietnam has a railway system, and fewer would be able to appreciate the problems of keeping the railway running.

This article was written for the Illinois Central Magazine by Mrs. Pyle who has been in South Vietnam since September, 1968.

Saigon, South Vietnam—Bombings, minings, booby-trapped equipment, ambushes . . . Is this any way to run a railway?

For South Vietnam's railway it's the only way—and has been for almost 30 years of continuous warfare. Whatever else can be said about its equipment or its service, it deserves acclaim for trying to stay on the tracks in the midst of problems that most railways wouldn't dream of. Somehow it has managed to keep running—although in unconnected sections.

In the past nine years more than 70 railway employes have been killed and over 1,100 wounded.

Surprisingly, the workers haven't become discouraged by the hazards. They, like railwaymen everywhere, belong to an exclusive fraternity in their country, for they consider their job a special one.

Le Van Chuoi, a driver on the Da Nang-Hue run, has been wounded 20 times in the past 17 years—but he's still on the job, proud of the scars he carries. He is typical, for few men have left the railway for safer work.

Originally the Vietnam Railways was to be only a part of a vast network of railway systems that would bring together all of south-east Asia.

This ambitious plan was conceived by Paul Doumer, governor-general

of Vietnam around the turn of the century, whose administration was responsible for the transportation, education and government systems that still exist in Vietnam today.

By 1936 Vietnam's railways ran from Saigon approximately 1,200 miles north to the Chinese border—where, theoretically, a passenger could travel to Paris via the Trans Siberian line. It was also supposed to run to Phnom Penh, Cambodia, where, at one time, connections could be made to the Thai and Malaysian systems going all the way to Singapore.

Doumer's dream never materialized. The vital link between Saigon and Phnom Penh was never

built and the prospects for this happening in the near future are remote, to say the least.

Troubles for the line really started during World War II when the Japanese used it to haul freight. This made it a choice target for Allied bombers which cut the line in several places, usually at key bridges.

Sabotage

The bombings of World War II had hardly ceased when, in 1946, France and the Viet Minh clashed in the French-Indo China War that was to last for eight years, and ultimately resulted in almost total destruction of the railway through Viet Minh sabotage.

When the Geneva Accord split Vietnam into North and South in 1954, the little station at Dong Ha became the northernmost terminus of South Vietnam's railway system. At the southern end were the main yards and the Saigon station. Total mainline trackage was 687 miles plus several spur lines.

Virtually no reconstruction was done for four years—until American aid began to flow in 1958. But once begun, the restoration was complete within 18 months.

For the first time in 15 years, in 1959, the train made the 647 mile run from Saigon to the old imperial capital of Hue where the signs on the station wall still read; Hanoi—688 km (427 miles) and Saigon—1041 km (647 miles).

But, as always, peace was short-lived. The Viet Minh's successors in the south, the Viet Cong began their harassment in 1960 and one year later forced the shutdown of the 96 mile spur from Saigon to the rubber plantations at Loc Ninh, just eight miles from the Cambodian border.

But the determined railwaymen managed to keep their main line along the coast running for three more years.

Typhoons too

Then, as if the Viet Cong weren't enough trouble, nature joined the conspiracy with typhoons Iris and Joan in November, 1964.

The resulting floods nearly wiped out the line along the central coastal area between Da Nang, Vietnam's second largest city, and Phu Cat, 171 miles to the south. Seven thousand people died, a million were left homeless and five million acres were under water in a calamity that, while great, was only a footnote in a growing, increasingly nasty war.

In the chaos created by natural catastrophe the Viet Cong moved swiftly to gain a firm foothold that they still maintain today in some of these areas.

In 1966 the railway started to re-build again.

Lee Marsden, chief U.S. adviser to the Vietnam Railways, who brought 16 years of experience in railway engineering when he arrived that year, said that by the end of 1969, 419 miles of the system had been brought back into service.

"Security, of course, is our biggest problem," he added, "but the most important thing is that as we re-open stretches of the line we are able to use them fully for passengers or freight."

The trains are protected—somewhat—by flatcars moving ahead of the locomotives to detonate pressure mines.

South Vietnamese troops ride some trains and still others—especially those carrying military cargoes—are escorted not only by troops, but by *Wickhams*, small diesel-powered armoured cars with machine guns in the turrets, resembling tanks on rails.

The *Wickhams* were brought to South Vietnam from Malaysia where they had been used during the 12 year battle between the British and communist insurgents (Huks).

But, there is very little protection against mines set off electrically by concealed guerrillas, and these are

the kind of mines most often encountered by the trains.

Sometimes a train is mined and derailed then attacked by enemy troops using rifles and bazooka-type rocket-propelled grenades.

Despite the damage from attacks, the trains are usually back in business within a matter of days—sometimes only hours. One of the railway's strong points is the comparative ease and relatively inexpensive cost of repairs.

Some mining incidents are just an annoyance, resulting in very little actual damage—some twisted rails or just part of the rail bed blown out. These repairs have become routine to the railway crews.

During the Tet offensive of February, 1968, the communists destroyed 120 metres of track (one day to repair) and eight small bridges (a 10-day reconstruction job).

U.S. officers say the communists show an increasing lack of imagination and expertise in their use of explosives. The main reason for this is probably that years of heavy casualties, especially in the 1968 Tet offensive, have decimated the ranks of their best saboteurs.

On every segment that has been re-opened, privately operated buses



North of the *Pass of Clouds* (Hai Van Pass), an old French railway station, silent and scarred witness to years of war, is now a garrison. Ten companies of regular troops, plus local Regional and Popular Forces, are permanently assigned to guard the railway between Da Nang and Hue

and trucks have been forced to lower their fares to compete with the railroad, and this sometimes creates a new crisis—an economic war.

In Da Nang and among knowledgeable American sources in Saigon, some of the frequent and less damaging minings on the Da Nang-Hue run are attributed not to the Viet Cong but to the disgruntled truckers and bus operators—with the tacit cooperation of soldiers who garrison bridges and other key points along the route.

Fare reductions benefit economy

Between Da Nang and Hue, before the train service was restored, the round trip fare cost the passenger 1,000 piasters (\$11.26). When rail service on this scenic stretch resumed in January, 1969, buses were forced to cut their round trip fares to 320 piasters (\$3.61) to stay in competition with the railroad's fare of 220 piasters (\$2.48).

Similar price reductions have affected freight rates on this run. But, in a country where spiralling inflation in a wartime economy is a tremendous problem, this kind of price reduction is of immediate benefit to the citizens of the area—both in their personal transportation costs and the cost of consumer items.

Today, South Vietnam's Railway begins in the downtown Saigon station near the city's Central Market, travels through the refugee-jammed suburbs, out beyond the huge military complexes of Long Binh and Bien Hoa, and on to the Long Khanh province capital, Xuan Loc. This 50 mile stretch of track has been in operation, without significant interruption, since railways began in Vietnam 60 years ago.

Need security to operate

From Xuan Loc to Song Long Song, 113 miles, the line was just about restored and was expected to re-open last December, although Marsden says it could have been opened earlier—if they had the security, wrote Mrs. Pyle. Included on this segment is the seven mile spur from Muong Man to the fishing port of Phan Thiet, which should have several new markets for its fresh seafood when the line is open.

The longest single piece of operating line is from Song Long Song to Phu Cat, 245 miles. Traffic is heavy on this section, especially in freight.

Military cargoes, which make up a large portion of the loads, use specially constructed spurs at Cam Ranh Bay, a big American supply base, and Qui Nhon. The railway also carries tons of gravel and rock

from quarries near Nha Trang for construction projects along National Route 1, which parallels the railroad as it runs along the coast skirting the mountains.

The longest offshoot from the main trunk—and considered to be one of the world's most dramatic stretches of track—is the 52 mile run from Thap Cham to Dalat, Vietnam's famous mountain resort and produce-growing centre in the Central Highlands.

The western 25 miles includes several short stretches of cog railway twisting and climbing up 1 in 8.5 grades. Poor security forced this spur's closure in 1968, and shortly after it was opened in September, 1969, the train was ambushed with rocket-propelled grenades, killing three crewmen and heavily damaging the engine.

Repair work has begun again and the railway hoped to re-open the line this June. Marsden says eventual plans call for refrigerated cars—there are 25 in use elsewhere in Vietnam now—to carry Dalat's fresh produce to the coast and Saigon and bring fresh seafood inland.

North of Phu Cat on the coastal route, the railroad has virtually ceased to exist, although parts of the devastated right-of-way are still visible. This 171 mile stretch north to Da Nang, passes such areas as *The Arizona Territory* (so called because it's full of *bad guys*) and *Dodge City*, scene of many battles.

This section will be one of the last restored for, in addition to the serious security problems, there has been trouble with the pilferage of stockpiles.

Also waiting safer days is the 12 mile spur from Song Ba Ren (Ba Ren River) to South Vietnam's only coal mine at An Hoa, 20 miles southwest of Da Nang.



Wickhams, small diesel-powered armoured cars, are used to protect some trains, especially those with military cargoes.

Booby-trapped equipment

Ten coal hoppers have been sitting there, virtually abandoned since being brought into the country in 1964 before the floods. Moving them out would be extremely hazardous, says Marsden, because they have been booby-trapped and the area is almost constantly embattled. Two coal hoppers, about a mile east of the mines, were taken out last year—after the booby-traps on them were defused. Railwaymen and their security guards were fired on and one was wounded.

At Da Nang begins the main route's most scenic stretch, 64 miles to Hue, through the Hai Van or *Pass of the Clouds* and along cliffsides where surf pounds the shore far below.

Several ravines are littered with rusted bridge girders, old derailed locomotives and railway cars—evidence of years of terrorism and minings.

Although there are problems (at least 15 minings last year) the Da Nang-Hue trains continue to run, thanks to the tough crews and efficient repair gangs, and carry up to a thousand passengers a day.

North of Hue, repairs were going ahead on the final 42 miles to Quang Tri and Dong Ha, just nine miles south of the Demilitarized Zone, continued Mrs Pyle. If their schedule holds up, the train should be running there by June.

Full operation questionable

South Vietnam's Railway expects—perhaps hopes—to be back in full operation by the end of 1972. This depends on many things, but primarily on what the Viet Cong and North Vietnamese Army decide to do. As Marsden emphasizes again and again: "Security—security is our biggest problem."

Projected opening dates have been moved back several times.

In one of many reports that seem to grow in Vietnam telling "what to do and how to do it," the practicality of rail service after the war was questioned in relation to parallel highway system and competitive coastal shipping.

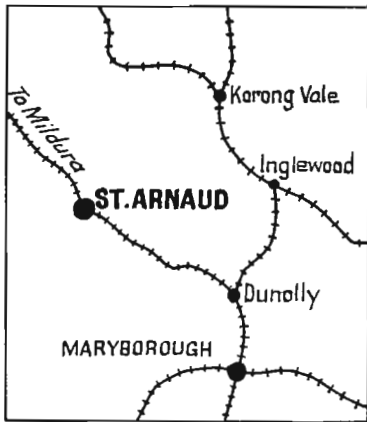
But Lee Marsden, who has modernized and initiated specialized services on the railway, sees it as a vital and necessary means of moving freight and people in the country.

The railway is a necessary part of any major city's freight and transportation system, and certainly of any country's.

One day, perhaps, South Vietnam's railway will be able to turn from rebuilding to expanding its historic, scenic and valuable economic lifeline.

IT'S AN AROUND THE CLOCK JOB AT

ST. ARNAUD



St. Arnaud station



St. Arnaud, 158½ miles from Melbourne, is the station where, in the early hours of the morning, the Melbourne-Mildura passenger trains, one in each direction, are scheduled to pass.

Many trains pass through St. Arnaud, the number varying according to grain requirements. When *News Letter* called, there were 16 goods trains and four passenger trains in the 24 hour period.

Stationmaster L. Taylor controls the station with a staff of seven.

Petrol and water tanks, up to 500 gal. capacity, are made at St. Arnaud, and railed regularly to farmers throughout Victoria.

For some time, up to three bogie-wagon loads of bagged flour a week have been railed from St. Arnaud to South Brisbane and Western Australia. Grain movements are mostly oats and there have been trial movements of bulk oats in containers to Melbourne for shipping to Japan.

"All eight hotels at St. Arnaud use the train for their beer supplies and this is probably the biggest commodity railed into the town," Mr. Taylor said.

Carlton's bulk beer comes from Ballarat and their bottled and canned products, as well as all Courage beer, is sent from Melbourne. This amounts to about 60 18-gal. barrels and around 500 dozen cans and bottles weekly.

At the turn of the century there were 15 hotels in St. Arnaud, and a local brewery. However, in 1903

the brewery had to cease operations because a drought meant no water and the town's beer was brought by rail for the first time—from Eaglehawk, near Bendigo.

One day each week is grocery day when an average of 11 tons arrive for local stores.

"And of course, we often receive worms and yabbies for dispatch to Mildura anglers. Eggs for pulping, and cream for butter to Maryborough



Stationmaster Mr. L. Taylor has been at St. Arnaud for two years, having come from Yea. Off the job he has a particular interest in "feathered" birds and has about 50 of them.

are also regular traffic," Mr. Taylor added.

Many years ago, St. Arnaud was a refreshment stop and the old refreshment room is still there complete with its platform grate and well-worn ropes that once lowered the barrels for thirsty train travellers.

Many attempts were made to mine silver in the early days of St. Arnaud, but with little success. Gold mining had better results and to some degree so did quartz, iron pyrites, copper ore, galena (lead ore), brown iron ore, and psilomelane (manganese oxide). In 1900, the value of mining plant in and around St. Arnaud was estimated at \$72,000. No doubt much of it was carried by the railways.

St. Arnaud was named by Captain Clarke, after Marshal St. Arnaud, Commander of the French Army in Crimea. The railway reached St. Arnaud on December 23, 1878, when the 21 mile section from Bealiba, built by contractors Monie and Mattinson, opened. The line continued north from St. Arnaud in 1882, when the 16½ mile section to Cope Cope was completed.

The passenger platform at St. Arnaud, built in conjunction with the opening of the railway by contractor John Foot, cost \$7,103 and the goods shed constructed shortly afterwards, by James Silk, cost \$3,192.

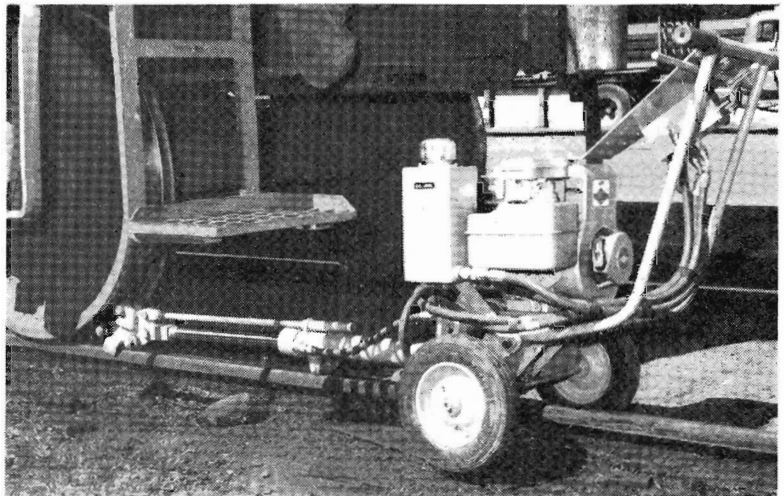
VIEWS OF NEWS

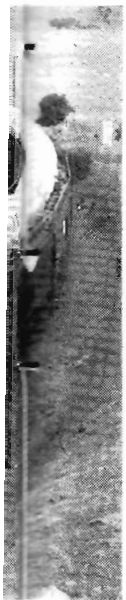


JUST HOW EFFICIENT IS A RAILWAY? Eighty-four new Cortina's - medium sized cars- are visible in this picture of new cars being taken to Adelaide. The space they take is equal in length to three and a half "Harris" metropolitan trains. On the present average of 1.5 passengers per private car, these cars would move about 130 passengers while those "Harris" trains could carry 4,500 passengers. In other words, every peak-hour "Harris" train keeps about 1,000 cars off the road - that's 12 times the number in the picture.



TRUCK SPOTTER. Recently shown to Departmental officers was this machine for moving and placing wagons without a locomotive or tractor. One man operates the machine which can move up to 80 tons on level track with its 4 h.p. engine.



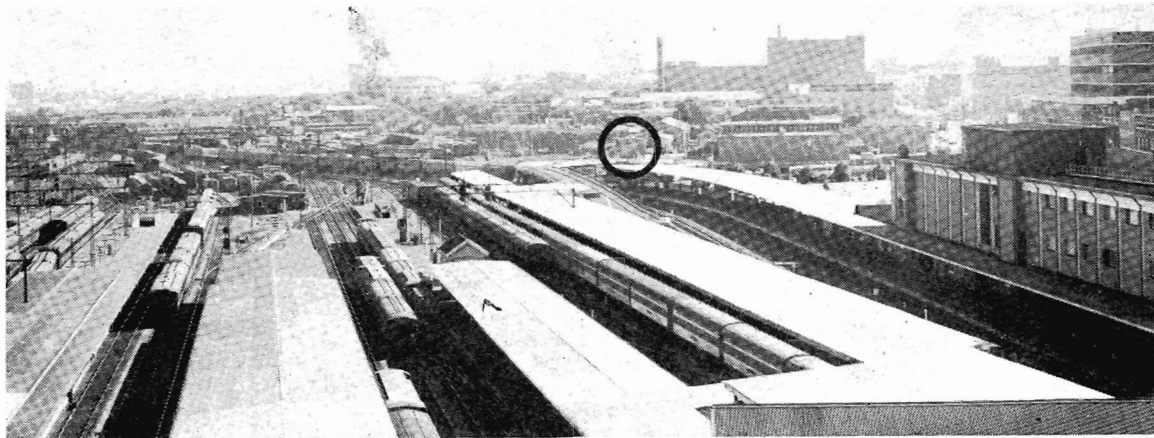


TRAVEL AGENTS SEE IT ALL. Late April was the time for travel agents who have railway booking rights, to see many of our facilities. On their way out to view the transfer of passengers between *The Overland* and *Intercapital Daylight* at Sunshine, railway activities along the way caught and held their attention.

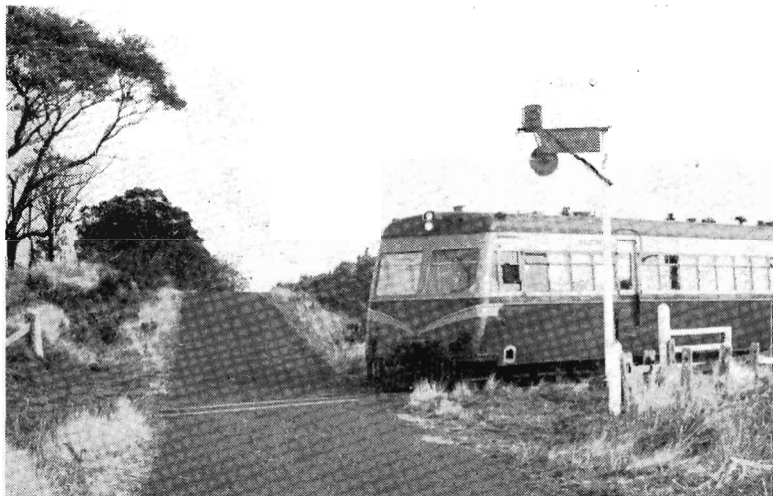


TWICE THE FUN. Special outing on April 3 for nearly 400 Puffing Billy Preservation Society members and their families necessitated double-heading for the first time since the V.R. stopped running goods trains in 1953. Time at Menzies Creek allowed the passengers to inspect the recently opened narrow gauge railway museum there.

WHAT IS THIS SIGNAL DOING HERE?



LAST WAG



A link with level crossing history has disappeared—Victoria's last wig-wag crossing protection signal has been replaced by a modern flashing light device.

The wig-wag (pictured above) was at Chanters Road, Tylden, on the Daylesford line.

Wig-wag signals were introduced into Victoria from America in the early 1920's, and were placed at high accident rated crossings. The first was installed at Amess Street, North Carlton, in 1923.

The wig-wag consisted of an electrically-operated mechanism

mounted on a post and controlled by track circuits.

By day, the warning was a swinging red disc and at night a moving red light. It also incorporated a bell.

By 1932, with about 30 wig-wags in operation, the first automatic flashing light signal with warning bell was installed — at Mentone. This new type of signal began to supersede the wig-wag.

Then, in 1956, came the first automatic boom barrier—at Tooronga. Today there are more than 400 crossings protected by booms or flashing lights

Hard against a building, no lines nearby—just what is this signal? Of all the signals on the railways, probably the few people who are asked to sight this one, are never so glad as when they see it.

No train is ever controlled by it, for it is used to test the eyesight of staff who must use signals in their duties.

Placed behind the car park for the Inwards Parcels Office at Spencer Street (actually slightly north of Lonsdale Street), the signal points towards Head Office, some 800 yards away through Melbourne's smog and haze.

The only staff asked to read the signal's indications are those who just fail the vision standard required, by test-types, for safe-working duties: drivers, guards, shunters, signalmen, station staff, etc.

They are then given a chance to read the signal from the fourth floor of Head Office. If they successfully read the signal, they can continue their duties, but their examinations then come annually. If they fail to see this signal . . . they never need worry about signals again.

The signal (*circled*) is just above the end of the verandah over No. 1 platform.

MILEPOST

1913

Electrification of Melbourne metropolitan railways project commenced, December; progress delayed by World War I.



Railway land leased by Merbein High School as a vineyard. A small group of pickers is at work; in the background is the Merbein station.

FRUIT OF THE RAILWAY VINE

In an enterprising fund-raising scheme for the Merbein High School, teachers, senior students and volunteers have grown grape vines on three sections of railway land, comprising about five acres near Merbein station.

Merbein High School Advisory Council—a committee of people interested in assisting the school and with parent representation and district interests—has leased the land, on both sides of the Mildura-Yelta railway at a small rental from the Victorian Railways.

Water, for irrigation, is piped beneath the line.

Although all the land is under vines, only about three acres produced grapes this season; the balance was planted out with young cuttings last winter.

Harvesting the grapes was put off until after Easter because, by then, most other blocks in the district had been cleared and ample volunteers, dip-tins and other equipment were available.

The entire crop was sold to a local winery, situated about half a mile from the school; for this reason, "doradilo" grapes, as recommended by the buyer, are being grown.

The scheme started seven years ago with two acres of land that had previously been leased for vine production by a local grower, who did not wish to renew the lease.

Original objective for the school was to use this land for practical instruction, because, at the time, there were viticultural classes; about 50 per cent of the pupils came from grape growing properties.

Even though this percentage roughly applies to today's 300 students, very few are taking on this type of work after leaving school.

Profit motive

With the viticultural classes deleted from the curriculum, the school's Advisory Council decided to propagate vines for resale on the land, with profits for school amenities.

"However this was not successful, as vines for this purpose should always be grown on virgin land, said Mr. Frank Demeo, the school's Principal.

Plans were developed for the present scheme of grape growing, but this also had not been without problems; much of the money raised so far had to be put back into the venture.

Salt problem

Appearance of alkali salt, believed to be a legacy from an inland sea, began to ruin the vines and it was necessary to improve drainage. Last year, overhead spraying equipment was installed.

Some money from the grapes, however, has gone into amenities, including basketball goals, a scoreboard for the sports oval, and an electronic copying machine.

"This year, we anticipate a profit close to \$1,000," Mr. Demo said.

The Advisory Council intends to use this money to provide other sporting equipment and for major additions to the school library.



Matriculation students Leonie Pearson (left) and Beverley Sylvia pick grapes from their school's vines.

COPIED

The Victorian Railways built steel buffet cars in 1939, and these were copied by the Canadian National Railways in 1954 for their crack trains. They got the plans from the Victorian Railways.

WORLD FIRST

The Victorian Railways built the first all-welded goods wagon in the world, in 1933.

COMMISSIONER REYNOLDS TO RETIRE

When Mr. Commissioner Reynolds leaves Head Office for the last time on May 31, he can feel well satisfied with his administration of many valuable engineering additions to the Victorian system.

The ability of Leslie A. Reynolds, 66, B.C.E., F.I.C.E., F.I.E. Aust., M. Inst. T., F.A.I.M., will be missed in railway civil engineering.

The uncanny knowledge of almost every facet of railway working—gained in his service years, 1924 to 1971—has been evident in his term as Commissioner.

From 1964 to 1971 he was vitally involved in the conception, planning, design and construction of Australia's first automated hump marshalling yard—Melbourne Yard.

It cost \$14 million; it was up to Mr. Reynolds to see that the State received value for its massive investment.

Added to Mr. Reynolds recent involvement in the Yard is his leadership and supervision, as Chief Civil Engineer, of the standard gauge to Albury, Spencer Street station rebuilding, new Richmond station and the Swan Street bridges.

He has a vital connection with Melbourne's underground, too. In 1958, Mr. Reynolds submitted to the Warner Committee a plan showing a proposal for the loop connection around the city; this basic idea subsequently became the adopted scheme.

A start on the preparatory works—



Mr. Reynolds explains the workings of his largest project, the Melbourne Hump Yard, to Channel 7's Danny Webb.

Richmond flyover—for the \$80 million job began late last year.

Known around the State by most railwaymen as the man "who got the job done", Mr. Reynolds has not always pleased everyone with his drive and eagerness to complete the task. But no-one who has been connected with him would doubt his ability as an engineer.

Never one to shirk a full day's work, Mr. Reynolds regularly begins his day at 7.30 a.m. and often remains in his office after 6 p.m. Saturdays and Sundays make no difference. He was a well known identity to those on weekend shift during construction work in Melbourne Yard.

Apart from his dedication to the Victorian Railways, any of Mr. Reynolds's spare time is devoted to his walking club and photography.

Any thought on after retirement time spent on the bowling green or in the garden is out. Mr. and Mrs. Reynolds are off on an extended overseas tour in early June.

A complete history of Mr. Reynolds's departmental career can be found in May 1967 *News Letter*.

IN THE COURTS

TANKER DRIVERS FAILED TO STOP

Two truck drivers recently were each fined \$40 and had their licences suspended for one week by Hopetoun Court for having failed to stop at an uncontrolled rail crossing when carrying over 540 gallons of flammable liquid.

Neither driver appeared in court.

WINDOWS SMASHED, YOUTH FINED

A youth, who smashed a heavy plate glass window on a train with two fire extinguishers, was recently fined \$50 for stealing two fire extinguishers and \$50 for wilful damage to a train window, as well as being ordered to pay \$69.80 compensation and \$4.80 costs.

Ballarat assistant stationmaster told the Ballarat Magistrates' Court that when the Mildura train arrived on January 26, a toilet window was broken in a first-class carriage and two fire extinguishers were missing.

Police alleged the youth said he

went to the toilet because he was feeling ill and dizzy. He saw a girl in the next carriage looking at him "as if I was a fool" and lost his temper, took the fire extinguishers off the wall and smashed the glass.

He admitted he had been drinking but denied he was affected.

VANDALS GET TWO MONTHS

Lilydale Court recently sentenced two youths to two months in a youth training centre and ordered them to make full restitution for \$106.90 damage done to railway carriages.

One youth, in admitting the offence, said that he had been drinking and had vandalised the carriages "for kicks".

TRAIN RAMPAGE COSTS YOUTHS \$54

Two youths recently were each fined \$40 and ordered to pay \$14.63 damages following a vandalistic spree

on a train between Melbourne and Ringwood.

Ringwood court was told that the youths had smashed two blinds and a lampshade. A third youth appeared before the Children's Court.

TRANSCONTINENTAL TRAVEL UP

Through passengers travelling on the Trans-Australian Railway, which includes those travelling on "The Indian-Pacific", increased by more than nine per cent for the last financial year.

HISTORY FOR SALE

A copy of the out-of-print "V.R. to '62" by the late Mr. L. Harrigan, is offered for sale "in mint condition" by Mr. T. McConalogue, 5/5 Weymar Street, Cheltenham, 3192, for \$10. Mr. McConalogue's phone number at work is 600 461 ext. 258 or 260.

Shady Lake Boga

Instead of sweltering under the Mallee sun, Lake Boga station now has the appearance of a shady oasis, thanks to the efforts of its stationmaster, Mr. Ernest Haag.

At his own expense he planted over 200 trees, both native and exotic, in the station grounds. "They keep the office cool and the place looks better too", he said.

Mr. Haag was at Kerang from 1946 until 1961, before moving to Lake Boga. He started his "garden" in 1965.

A source of disappointment to Mr. Haag is that, following a recent illness, he no longer is able to properly tend the young plants, in addition to looking after the station's business.

Lake Boga's main traffic is wheat; the station's silos hold over 500,000 bushells. Salt is railed, as is wine from a nearby winery.

Mr. Haag is, himself, firmly planted in Lake Boga and intends living there when he retires.



Mr. Haag checks a flowering gum in part of the station grounds.

Worked on Queens Bridge

Recently retired Printing Works' storeman-in-Charge, Mr. Dan Gleeson, has spent a varied and colourful 45 years in the Railways.

He joined the V.R. when 19 and was allocated to the Way and Works Branch in a gang working on Queens Bridge. After that, he worked with a bridge gang at Shepparton for eight months before being transferred to the Stores Branch 43 years ago.



Mr. Gleeson

time was then spent at the Reclamation Depot where, for many years, he sorted dog spikes.

Later, he worked at the Newport Diesel Store, until 1960 when he transferred to the Printing Works.

He intends to spend his retirement fishing and relaxing at Barwon Heads where he has bought a house.

The Printing Works staff presented Dan with a fishing rod. As one of his workmates said at the ceremony: "If we don't get a few fish sent back to us within 12 months, we want the rod back!"

Signal Engineers Institute

The 23rd Annual Convention of the Australian Section of the Institution of Railway Signal Engineers was held in Sydney from March 26-29.

New office bearers were elected, the Chairmanship passing from Mr. A. G. Irving, Assistant Signal and Telegraph Engineer (Vic.) to Mr. E. D. Archer, Signal and Telegraph Engineer (N.S.W.) and the position of Secretary/Treasurer being relinquished by Mr. R. L. Rankin (Vic.) in favour of Mr. J. Rees (N.S.W.).

Interstate members were conducted on a detailed inspection of the Sydney Terminal Communications Centre and Microwave Terminal; two technical papers illustrated by coloured slides, were delivered on the subject.

The 200 mile link, which incorporates repeater towers at Razorback Range, Explorers Tree Hill (Katoomba), Oven's Range and Totter's Hill is the first microwave installation of railway trunk telecommunication in Australia which uses radio link transmission.

It provides 24 communication channels.

The party also inspected the Oven's Range Repeater Station.

RAILWAY BALL

Friday, July 9, 1971
Camberwell Civic Centre.
Bookings: Graham Martyn,
'phone 2497
Tickets: \$9.00 double.

Trainer-driver



Mr. McQueen waybills a GJX of rice to Echuca.

A Kiwi in the V.R.'s ranks is Graham McQueen, stationmaster at Moulamein.

When he came to Victoria from New Zealand, he had no intention of joining the V.R., but intended to make his fortune as a trotting trainer; but like many in the racing game, he suffered a run of outs, and late in 1959 remarked to a companion at his hotel that it was about time he got a job.

His companion was Mr. Tom James, later Chief Traffic Manager, who promptly sold him on a V.R. career.

Mr. McQueen worked at Moe and Geelong before becoming stationmaster at Mitiamo. In 1965 he transferred to Moulamein and has fitted well into the town; he is secretary of the bowling and football clubs, and plays competition tennis, basketball and badminton.

With his railway career came success at the trotting track; his trotter Saintley won six times, including twice at Bendigo.

Graham is currently buying another trotter from New Zealand. "Its bloodline is good, so I hope it can emulate Saintley and win a few for me," he said.

Railway business at Moulamein is mainly rice, wheat and wool, and

Graham is pleased that the town gives good support to the Railways... "except for livestock".

"I originally looked on working for the V.R. as being only temporary, but I'm completely happy here at Moulamein," he added.

The Gippslander will never be the same

Like most women, Miss Mary Sutton has cooked many a meal. But unlike most women, that meal has, at times, been 200 lb. of sausages, 175 lb. of roast beef or 150 lb. of stewing steak.

"That was during the war, at the Newport Canteen, which was then a dining room," said Mary on the eve of her retirement last month.

For 35 years Mary has worked for the V.R. and since the war has been a cook at Newport Workshops, Flinders Street cafeteria, *The Gippslander* buffet car, and the Princes Gate restaurant.

For the last 12 years Mary cooked in *The Gippslander* buffet car and was hoping her last day in railway service would be on that train, but her last two weeks were at the Princes Gate restaurant.

However, on her last morning, she went to the train to meet her former workmates and to discuss old times.

Mary said she had enjoyed her whole railway life and all the people she had met and worked with.

She plans to travel around Australia for a start to her years of retirement. "And there'll be no cooking from me for a while," she added quickly.

Her workmates presented an overwhelmed Mary with a nest of tables, two vases, and an Instamatic camera.

Final balance

After almost 50 years service, Mr. Charles Mulcahy, Auditor of Revenue, retired early this month.

Mr. Mulcahy began his career as a junior clerk in the Refreshment Services Branch in 1921, but transferred to the Accountancy Branch in 1929, when district accounting was introduced.

After qualifying as an Associate of the Australian Society of Accountants, in 1936 he was appointed as personal clerk to the Comptroller of Accounts.

For 24 years Mr. Mulcahy held this position, except for two seven-

month periods as Accounting Officer at Spotswood and Bendigo.

In 1964, he was appointed Auditor of Revenue after a short time as Chief Bookkeeper.

Charlie, as he was known to most officers in the Branch, was highly regarded as a gentleman who did not have a bad word for anyone.

Always in good health, it was unfortunate that Mr. Mulcahy finished his career after a period of sick leave, just eight days short of 50 years with the Department.

Mr. Mulcahy is now about to embark on a lot of missed travel. First visit is to Western Australia, then he is off to see the world on a relaxing boat trip.

Before he takes off, most of Mr. Mulcahy's Saturdays will be spent with friends at Deepdene Bowling Club.

From GY's to ELX's

Foreman boilermaker at Bendigo



Mr. Mulcahy.

North Workshops since 1954, Mr. Eric Hourigan was the man sent to Newport Workshops during World War II to study the machine gun carriers being made there. He brought the jigs, etc., back to Bendigo so that the front sub-assembly of the carrier could be made at the country workshops.

Starting at Newport in 1925 as an apprentice, he has spent most of his working life at Bendigo. He holds a boiler certificate and can recall D3 and K class steam engines being made at Bendigo workshops.



Mr. Hourigan

"In 1932 there were 245 men in the entire workshops, today I have about 270 in the boiler shop alone", Mr. Hourigan said.

Mr. Hourigan told how GY wagons were once the main construction at the workshops.

"But now we turn out bogie ELX wagons at the rate of one every three days", he added.

440 winner.



Clerk Ron Wyatt, of the Way and Works Branch sick and accident section, won the 440-yd. final at the Milk Board's Bendigo \$2000 meeting on Labour Day. A professional runner for eight years, it was Ron's first final win. In a close finish, he beat Ian Webster and former Stawell Gift winner Lindsay Kent for first place and the trophy he is admiring in the photograph. "As I crossed the line I could see both Ian and Lindsay, there must have been no more than a foot between the three of us," he said. Ron, who trains five nights a week at Caulfield Racecourse, thinks he is running well (obviously) and hoped to do well in the 440 at the Stawell Gift Meeting.

RETIREMENTS

ACCOUNTANCY BRANCH

Bosch, A. A., Goods Audit, 24/3
Mulcahy, C. E., Room 192, 7/5

COMMERCIAL BRANCH

McIntosh, R. G., Investigation Division,
21/6

ELECTRICAL ENGINEERING BRANCH

Murphy, P. J., Distribution Division,
24/12

REFRESHMENT SERVICES BRANCH

Sutton, M. (Miss), Bairnsdale
Buffet Car, 23/4
Wyatt, W. J., Bendigo, 15/6

ROLLING STOCK BRANCH

Bassett, R., Newport, 5/3
Bowyer, T., South Dynon, 15/2
Brown, W. J., Newport, 16/6
Coughlin, E. J. G., Kyneton, 3/4
Clark, L. W., Newport, 9/6
Dixon, H. J., Newport, 30/4
Garnham, T. H., Newport, 15/3
Gilbert, W. L., Ballarat North, 23/4
Heavyside, W. H. L., Bendigo Nth., 5/6
Milligan, F. E., Newport, 2/6
Mooney, A. J., Ballarat North, 23/6
McDonald, A. T., Newport, 30/6
Nicholls, J. H., Jolimont, 17/6
O'Shea, P. G., Newport, 16/6
Pentland, P. H., Newport, 3/6
Scott, A. G., Maryborough, 23/6
Sergeant, H. L., Newport, 29/3
Williams, G. E., Nurmurkah, 23/3
Zaino, R., Geelong, 18/6

SECRETARY'S BRANCH

Batchelder, J., Head Office, 23/4
Morrisset, J. P., Head Office, 21/6

STORES BRANCH

Tweedie, J. M., Bendigo, 15/2
Brown, J. E., Spotswood Workshops
Storehouse, 25/3

TRAFFIC BRANCH

Rogers, N. B., Spotswood Goods, 18/4
Booth, J. R., Spencer Street, 15/2
Kirk, T. A., Bendigo, 5/2
Manning, G. R., Melbourne Yard, 15/2
Baker, K. K. G., Melbourne Goods, 1/3
Linnett, R. K., Brighton Beach, 19/3
Guest, M. V., (Mrs.), Box Hill, 22/3
Gardiner, P. E., (Mrs.), Victoria Park,
2/6
Farrow, H. J., Linton, 4/6
Fewster, F. A., Box Hill, 9/6
Williams, E. W., Melbourne Goods,
10/6
Walsh, R. F., Revision Bureau, 16/6
Barker, A. H., Buangor, 20/6
Rule, L. C., Oakleigh, 27/6

WAY AND WORKS BRANCH

Anderson, J. A., Laurens St., 30/3
Bourke, J. J. D., Bendigo, 4/6
Cavarra, A., Spotswood, 25/2
Clarke, W. J., Ararat, 11/3
Cornell, H. S., Morwell, 14/6
Daley, J., Tallarook, 11/6
Day, E. W. E., Spotswood, 8/4
Farbotko, J., Flinders Street, 24/2
Guscott, L. A., Laurens Street, 16/6
Hartigan, M. L., Nagambie, 10/3
Leed, F. E., Flinders Street, 22/6
Marshall, W. J., Mordialloc, 14/6
Miller, A., Seymour, 4/6
McCallum, A. J., Beaufort/Ararat, 3/3
McIvor, J. D. K., Bendigo, 10/6
Nelke, T. A., Newport, 30/3
Poholke, I. E., Toolondo, 2/4
Rattenbury, W. H., Caulfield, 25/6
Rowlands, W. W., Newport, 25/6
Siamidis, C., Spotswood, 16/4
Trevorah, V. S., Laurens Street, 20/6

Institute INews

UNDER NEW MANAGEMENT



Mr. Wright



Mr. McKenzie

The Institute has a new General President—Mr. R. M. (Bob) Wright. The retiring President, Mr. M. L. McKenzie, has been appointed immediate past President and will remain on the Council for Mr. Wright's term.

Described as a successful and popular President in his term since 1967, Mr. McKenzie called these years "enjoyable, because I was made more aware of the common bond of railwaymen throughout the State."

Mr. McKenzie is proud to mention that during his term the Institute started a thorough investigation of its activities to see whether they were adequate for the youth-dominated times ahead.

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ELECTRICAL ENGINEERING BRANCH

McMillan, L. R., Lighting &
Power Division, 9/4

REFRESHMENT SERVICES BRANCH

Chrystal, J., Dining Car Depot,
13/3

ROLLING STOCK BRANCH

Allen, G. L., Newport, 21/3
Crellin, K. P., Bendigo North, 26/3
Sheers, J. L., E. R. Depot, 14/3

TRAFFIC BRANCH

Holman, T. G., Seymour, 27/3

WAY AND WORKS BRANCH

Jordan, E. W. J., Track and
Drainage, 4/4

"In 1960, 50 per cent of Australia's population was under 30, in 1970 it was 53 per cent, and they predict 65 per cent of the population will be under 30 by 1980," he is quick to mention.

"This means that traditional thinking will no longer serve the majority. Youth has changed thinking and changing social attitudes."

When asked to describe his most memorable gains from his long Institute association, he replied: "The opportunity of meeting so many people from so many facets of life."

While it is 14 years since Mr. McKenzie first took a seat on Council (in 1958), his experience will not be lost, as, in the role of immediate past president, he will continue to assist with the transition from himself to Mr. Wright.

Mr. Wright, whose position is Member, Staff Board, has been on the Institute Council since 1967.

During his time on Council, Mr. Wright has served on five standard committees and several special committees. He has chaired two committees.

Looking to his term as General President, Mr. Wright wants to see the results of the investigation into the possible updating of Institute activities and introducing new services. Inherent in this, he believes, is the need for more regionalized administration and activity.

"Also, I want to see all railwaymen take an interest in Institute activities and tell us what they want from it," he said.

AUSTRALIA AT EXPO '70

The Council of the Institute is pleased to announce that arrangements have been made for Mr. John Loughlin, a Melbourne journalist, who was Director of Public Relations for the Australian Pavilion at Osaka last year, to give a talk, *Australia at Expo '70*, in the V.R.I. Ballroom on Wednesday, June 16, at 8 p.m.

Two official films on Expo '70 will show something of the size and glamour of this vast exposition, the biggest ever held and the first of its kind to be staged in Asia.

Expo '70 was of special significance to Australia as it provided a unique opportunity to show the true Australia to the peoples of Asia, where our future lies, and especially to the people of Japan.

How successful was it? Was it worth the \$6 million spent on it? How did the ordinary Japanese react to their first intimate glimpse of Australia? What is it like today inside the third greatest economic power in the world, the country which is now our most important trading partner? These are some of

the questions Mr. Loughlin will discuss.

The programme is open to all railway staff, but preferential bookings will be available to Institute members and their families.

Tickets are available by either personal or written application to the General Secretary, V.R.I., 3rd floor, Flinders Street station building.

LADIES CLUB

The V.R.I., Ladies Social Club's first function—a beauty talk by the Bambi Smith organisation on Wednesday, April 21—was enjoyed by all.

A floral art demonstration will be held on Wednesday, May 26, at 8 p.m. in the Council Room, 3rd floor at the Victorian Railways Institute, and female members of the Victorian Railways and wives of Railwaymen may attend. No charge will be made and coffee will be served.

The lecturer, Mrs. I. Byrnes, will supply all flowers used and the demonstration should prove instructive to ladies interested in home decoration.

The club is happy to welcome new members—the fee is only 50 cents per annum.

For further information telephone auto. 1577, or the Honorary Secretary, Mrs. Lesley Lynch, 379 3585.

washed out on the final day, Traralgon, who were the only unbeaten side, were declared the winners of the D.S.J. shield and the F.M. Mitchell trophy for the second year in succession. Traralgon made a clean sweep of the trophies when Neville Marchesi and Hughie Tate (absolutely no relation to Maurice Tate of English Test Team fame) won the batting and bowling averages respectively. Neville compiled scores of 101, 120 n.o. and 88, for an average of 154.5, and Hugh Tate sent down 29 overs, taking 11 wickets for 80 runs, an average of 7.27—great efforts by both these lads.

The week opened on a sad note when it was announced that George Allen, who had played with Sunshine in this fixture in previous years and who had represented the Institute in both cricket and football, had died suddenly whilst playing football the previous day. George possessed one of the most likeable personalities you would wish to meet. He was immensely popular with his fellow sportsmen and workmates in the Railways and will be sadly missed.

Mr. W. Crowe (V.R.I. Councillor) presented trophies to the respective winners at a social function at the conclusion of the week.

Country tennis week

Mr. Rogan and Mr. McKenzie also attended the opening function of country tennis week, and although entries were small, a very interesting week of tennis was enjoyed by all contestants.

The week was dominated by the strong Geelong contingent, who had no trouble in winning the teams championship, and who supplied the finalists in all the individual events. Sunshine were runner's-up in the teams event but, unfortunately, their players could not maintain this form in the singles and doubles championships. The Railways singles title was won by R. Booley, the open singles title by B. King and the doubles championship by B. King and R. Booley. The trophies were presented by Mr. Commissioner L. A. Reynolds at the conclusion of the week.

Intersystem tennis carnival, 1972

The next intersystem tennis carnival will be held in Brisbane during March 1972 and now is the time for Railway tennis players to give some thought to making themselves available for this trip.

Any player who, during the winter, plays L.T.A.V. pennant (no lower than "C" grade) and in the summer

plays "A" or "A" Reserve grade, stands a good chance of being chosen in the team. This applies also to the country player who perhaps does not play during the winter.

This trip involves two weeks absence from departure until return to Melbourne. Players must arrange their own leave through normal branch channels.

Chosen players will have no shortage of tennis as each team match consists of one rubber of singles and two rubbers of doubles per player, each rubber consisting of the best of three sets. In conjunction with the team matches, a doubles competition is also held, consisting of best of three sets matches.

Players, if married, may take their wives, but children are not allowed on the trip. The host state arranges social functions and outings during the carnival and everyone is assured of a good time.

For further information, interested parties should contact the Sports Secretary, V.R.I. (auto. 2445), B. Pearce (auto. 1812) or M. Barker (auto. 2495).

Football

The annual football match against the Australian Postal Institute will be played at the St. Kilda Cricket Ground (home ground of the Fitzroy Football Club) on Wednesday, June 30, starting at 1.30 p.m. Players who want to be considered for selection should submit applications to reach the Sports Secretary, V.R. Institute, Flinders Street, no later than Wednesday, June 16. Players are reminded that the matter of leave to participate in this fixture is their responsibility.

Golf

Railway golfers are reminded that the Hamilton V.R.I. Golf Club will be conducting its third annual tournament on the Hamilton Golf Course on Sunday, May 30.

Luncheon will be provided by the Hamilton V.R.I. ladies in the V.R.I. Hall from 10.45 a.m. to noon. Events include the Hamilton and District V.R.I. Championship (the feature event) A, B and C grade scratch and handicap events for men, and A and B grade scratch and handicap events for ladies. Entry fee (which includes a two course luncheon and afternoon tea) is \$2.50 and entries close with the Hon. Secretary, Mr. P. L. Moore, C/- Stationmaster's Office, Hamilton, on Sunday, May 23. Postal entries will be accepted.



Country cricket week

This week was officially opened by Mr. E. P. Rogan, Deputy Chairman, and the players welcomed by our General President, Mr. M. L. G. McKenzie. Excellent weather prevailed for the first four days and bright, entertaining cricket resulted. The standard of play was high and the teams were more evenly matched than in past years, but nevertheless, it was pretty obvious from the first ball bowled that Traralgon was the team to beat.

So it proved, and when play was

VICTORIAN RAILWAYS

NEWS LETTER

JUNE



1971

10 CENTS



PASSENGER APPEAL

Those who have seen our new diesel-hydraulic rail car—the first of two on order enters service between Ararat and Portland late this month—have expressed enthusiasm and satisfaction about the new vehicle's "passenger appeal".

Travellers have remarked on the smooth ride, the low noise level inside the car, the comfortable and attractive interior, and its performance.

This is as it should be.

This rail car incorporates some of the modern features that rail travel can offer. As well, the aluminium exterior is modern and attractive.

Throughout the test runs, it was pleasing to see people at the track-side and passers-by taking great interest in the train.

In our submission to the Board of Inquiry into land transport in

Victoria (detailed in February and March *News Letter*, 1971) we said Victoria should have modern, fast, air-conditioned trains serving certain country districts.

The new rail car is the type of equipment we had in mind for certain of the main and secondary lines, and, as such, gives a hint of what modern luxury rail travel could be like in Victoria if we had sufficient finance to upgrade our rolling stock.

The conventional railway system, as we know it, has much to offer in efficient transport. But people become disappointed and discouraged when the equipment becomes obsolete and standards fall too far behind those of competing vehicles. But the funds made available limit the amount we can do.

G. F. BROWN

EX V.R. MAN TO DESIGN MOMBASA HUMP YARD

Former Victorian Railways Commissioner, Mr. L. A. Reynolds, who designed and supervised the rebuilding of Melbourne Yard (See *News Letter*, page 76, last month) will head a team of East African Railways officers in the design of a new hump yard at Mombasa, Kenya.

TRAM-BUS SERVICE REPLACES UPFIELD SUNDAY TRAINS

Eliminating parallel tram and train competition from the Brunswick, Coburg and Fawkner areas on Sundays will net a saving of \$38,000 per annum in Melbourne's public transport bill.

From June 6, Sunday train services on the Flinders Street to Upfield line were withdrawn, while the Sydney Road tram service and connecting tramway bus service between the North Coburg tram terminus and Upfield station were improved.

Periodical train tickets are valid for travel on the Sunday tram-bus service.

The changes follow recommendations by the Passenger Services Co-ordination Committee which operates under the authority of the Ministry of Transport.

SUPER PORTER WANTED BACK

Yahaya Bahari, British Rail's 42-year-old Malaysian porter who branded a sickle at a passenger after a cigarette packet was dropped on his immaculate platform, has had more than 1,000 commuters ask for him to be retained at Beckenham Hill station.

The commuters signed a petition for his retention after it was announced that he had been transferred to Herne Hill station.

At the ensuing court case, after the sickle-waving incident, the Magistrate heard how Bahari kept his station sparkling and raised money for charity from passengers.

Of his new station, Bahari said: "I would like to make the station like Beckenham Hill—a clean, friendly and happy place."

MT. ISA-PORTLAND RAILWAY?

A north-south railway line from Mt. Isa in Queensland to Portland in Victoria was recently suggested by the Member for Dundas, Mr. E. W. Lewis.

He said that all rail lines in eastern Australia run to the major cities and that it was time that this was countered by an inland north-south line.

The railway could pass through towns such as Longreach, Blackall, Charleville, Cunnamulla, Bourke, Hay, Horsham and Hamilton, Mr. Lewis suggested.

"WITH IT" V.R.

Suggestions that Australia's international sporting colours be changed from green and gold to blue and gold (*The Sun*, 11.5.71) highlight that the Victorian Railways was in the forefront of fashion when, in 1937, they adopted blue and gold as the livery for *Spirit of Progress*.

Since then, most air-conditioned carriages, and the 60 *Harris trains* have been painted blue and gold. The V.R. house flag has a gold motif on a blue background.

The possibility of changing the sporting colours was raised by the Prime Minister, Mr. McMahon, who said that Australia's national colours were probably blue and gold, not green and gold.

Government sources were later quoted as saying that if Australia did not have any official colours, blue and gold would be the favourites. These colours appeared in the wreath in the Federal coat of arms devised between 1909 and 1912 by British heraldic experts.

FRONT COVER

Railway neighbours. Stationmasters J. O'Donnell (*left*) of Albury and D. Simpson of Wodonga meet on Albury platform. The two men from two State railway systems speak frequently on the telephone yet seldom meet, although they are only 3½ miles apart.

In round figures, the two control close to 300 staff and are responsible for up to 100,000 tons of freight a week that passes between the two systems.

AEROTRAIN TO AIRPORT ?

Melbourne to Tullamarine jetport could be a 100 m.p.h.-plus ride for passengers if a feasibility study by French experts into the possible use of an aerotrain to Tullamarine jetport shows that there is sufficient traffic to justify the link.

The French-built aerotrain rides an air-cushion above an inverted T-shaped concrete or steel beam, with propulsion from a linear induction motor. Seating about 80, the vehicles cruise at over 100 m.p.h.

Since the vehicle does not contact the track except when it stops, wear on the track and vehicle are minimal. As there are no moving parts, mechanical defects should be rare.

Back in the early '60's, while Tullamarine was in the planning stages, several proposals were made for building a \$3 million railway from Glenroy or Jacana on the Broadmeadows line to Tullamarine. Operating with conventional rolling stock and running with the modest maximum speed of 60 m.p.h., trains were expected to make the 14 mile journey in 20 minutes.

The project lapsed in 1965 when the Labour and Country Parties combined to outvote the Government and refer the proposals to the Parliamentary Works Committee.

BILLY'S MILLION

First it was *Southern Aurora*, now its *Puffing Billy's* turn to log a million riders since 1962.

After nearly nine years of puffing through the Dandenongs, the one millionth passenger was carried on May 10.

The passenger, Mrs. Audrey Taylor, of Camberwell, was presented with a silver tray by the Hon. Vernon F. Wilcox, M.P., Minister of Transport, and received V.I.P. treatment for the day.

Billy's millionth passenger came up in 434 weeks—that's an average of 2,304 passengers a week.

No wonder he's now been classed as a tourist attraction by the State Government.

YOU CAN'T PLEASE THEM ALL

We have our critics—what organization doesn't—and many criticisms are levelled against our swing-door metropolitan trains.

Recently, though, when we withdrew a swing-door metropolitan train—about 80 years old—from the Brighton Beach line, we received

requests for its return, and a petition was taken up requesting its retention.

Being temporarily nonplussed by statements like "... I prefer to travel in it (the swing-door set) than any other types ... please keep them in service and do not give this line any more 'blue' trains ...", "... the much-loved swing-door train which we have had at Brighton Beach for many years ...", and "... can you please save the Brighton Beach swing-door set and put it back on our line ...", sent officials quickly checking that both parties were talking about the same train.

They were, but the Department countered by pointing out that running and maintenance costs were far greater than for the newer trains, they were too old to be acceptable to the majority of passengers, the safety aspect of wooden-bodied carriages compared to steel could not be overlooked, and retention on sympathetic grounds could not be justified.

But a cheerful note for swing-door buffs was that motor-carriage 8M, one of the oldest, is an exhibit at the Australian Railways Historical Society's railway museum at Newport.

SECRETARY IS ACTING COMMISSIONER

Top level staff changes have been made following Commissioner L. A. Reynolds' retirement last month.

Mr. Wils Walker, Secretary for Railways since 1961, has been appointed Acting Commissioner for three months; Mr. Charles Morris, Chairman, Staff Board, has become Acting Secretary; Mr. R. M. Wright, Member, Staff Board, is acting Staff Board Chairman; and Mr. Ron Smith, Industrial Advocate, has come into the Staff Board as Member.

For Mr. Walker, the appointment marks another step in a highly successful career, for he started in the Railways as a lad messenger.

One year later, in 1923, he was appointed a junior clerk and attached to the Suggestions and Inventions Board (now Public Relations and Betterment Board). He then gained considerable experience in personnel from 15 years in the Rolling Stock Branch until 1938, when he transferred back to the Secretary's Branch where he was associated with major industrial and staff problems.



Mr. Walker

in the Rolling Stock Branch until 1938, when he transferred back to the Secretary's Branch where he was associated with major industrial and staff problems.

He was appointed Member, Staff Board, in 1952, and was made Secretary for Railways in 1961.

Mr. Walker retires next February.

The name of the new Commissioner is expected to be announced before Mr. Walker's three-month term ends on August 31.

Acting Secretary, 61-year-old Mr. Charles Morris, F.C.I.T., joined the Railways as a junior clerk in 1925. He gained experience in Melbourne Goods Depot and Geelong's District Superintendent's Office and District Accounting Office, before gaining one of three positions offered in the Secretary's Branch in 1936; it drew 400 applicants.

His first Secretary's Branch appointment was to the Public Relations and Betterment Board.

In 1934, Mr. Morris became an Associate of the Australian Institute of Chartered Accountants and of the Australasian Institute of Secretaries. In 1938, he became a Licensed Shorthand Writer of the Supreme Court of Victoria, which immediately gained him the position of Registrar of the Board of Discipline. At the same time he became Branch Staff Clerk.

During the second world war, Mr. Morris rose from the rank of private to captain in the Australian Imperial Forces.

After the war, he was on relieving duties and was attached to the Secretariat before becoming Secretary to the Staff Board in 1950. From 1951 to 1957 he was Assistant Industrial Advocate; he became Industrial Advocate in 1957, and joined the Staff Board in 1961. Six months later he was appointed Chairman of the Staff Board.

Mr. Morris has deputised as Secretary for Mr. Walker on several occasions.

WORTH QUOTING

"... As a result of my trip I have found a very clear case to support the fact that freeways are out and public transport is in.

"The American freeway system has been a complete flop, and now the country has some of the biggest parking lots in the world ..."

South Australian Transport Minister, Mr. Virgo, speaking in London after investigating US transport trends, "The Herald", May 17, 1971.



Mr. Morris

“ . . . Transport is everybody's business because everybody needs transport. Its pervasion of our business activities and private lives is only matched by that of the tax gatherer . . . ” These were the opening remarks of Mr. G. F. Brown, Chairman of Commissioners, Victorian Railways, to the recent Australian Transportation Conference.

Here are some extracts from his address entitled

IDENTIFYING AUSTRALIAN PROBLEMS OF SURFACE TRANSPORT

“ Transport's significance in the cost structure of the community cannot be denied—it recurs from operation to operation in production processes and reappears as an indispensable ingredient in distributive activities,” Mr. Brown said.

“ It is not merely another business undertaking, but a public utility with a particular responsibility to the community which precludes the right to shrink from critical public scrutiny and, if necessary, from some degree of community control. At the same time, insofar as community service is involved, the community must be prepared to meet from public funds the costs of such service.”

Private v public

In the past, there was a broad distinction between the *private* and *public* sectors. *Private* was thought of as privately-owned cars or trucks, and *public* as the State-owned railways.

This had changed, and *private* now included many ancillary commercial vehicles as well as cars, and *public* now encompassed the *hire* and *reward* road operators and the State railways.

Mr. Brown said that a common problem of the public sector was that the ancillary user was undertaking the profitable sections of his transport requirements and relying on public transport to undertake the less profitable residue.

If the transport industry was to fulfil its role effectively, it had to be organized to secure the maximum economic benefit to the community at large, and not to a particular section. The aim must be to see that the overall cost of carrying out the total transport task in Australia was minimized.

This would be achieved only if each transport mode carried out the task for which it was best suited.

This statement of overall transport economic objectives had to be used as the basis of studying the problems of rail transport, as any examination of railway problems without refer-

ence to competing or complementary modes did no justice to the subject.

Rail problems

Victoria seemed to possess a unique and formidable combination of railway problems.

Victoria's problems were not unique in nature, but in combination; the problems themselves were typical of those of other Australian railway systems.

Mr. Brown outlined the V.R.'s problems as:

- no bulk growth traffic;
- relatively short hauls;
- a big area of the State subject to road competition under Section 92 (See map, page 43, March issue—Ed.);
- a major metropolitan passenger system;
- an extensive country passenger network;
- a decentralization policy that granted road freedom and reduced rail rates to country industries, many of which were not truly decentralized;
- an excessive mileage of railways in grain-growing areas of the State; and
- many poorly-patronized branch lines.

The comprehensive Terms of Reference of the *Board of Inquiry into Transport in Victoria* included the foremost question facing transport administrators today: *Whether there is duplication of existing transport services which is wasteful and, if so, how such duplication could be avoided.*

A practical definition of *wasteful duplication* was fundamental to consideration of the proper role of each transport medium and, from this, of means to increase the economic efficiency of the nation's surface transport system.

Railway role

The popularly accepted view of the

railway role in a freight transport network related to the bulk carriage of commodities such as grain, coal, minerals and superphosphate, which could be handled in trainloads of high-capacity wagons. Apart from the obvious manpower economy of this type of rail movement compared to road transport, rail carried bulk goods at low rates attractive to the transport user.

Mr. Brown told the conference that a short step from this view gave the proposition that the most economical form of transport network—in terms of overall resource utilization—was best developed by letting rail and road compete side by side on the basis of price and quality of service. This way, it was claimed, each mode would automatically concentrate on the traffic for which it was best suited, and the community would get the best of both worlds.

Open competition on the main overland interstate routes in Australia, with rail and road services both operating profitably with low rates and good service, was often quoted in support of this view.

Its fundamental weakness was that it confused prices with costs, continued Mr. Brown.

Price of service alone was not a basis for comparison unless the price structure of each mode properly reflected its true total cost structure.

Rail and road cost structures were simply not comparable.

Moreover, disregarding contributions to general taxation revenue which had no bearing on the matter, the road operator's allowance in his price structure for contribution to the provision and maintenance of fixed plant and operation of signalling and traffic control systems fell far short of meeting the real community cost.

Providing and maintaining their tracks and other fixed plant, signalling, traffic control and communications systems from interest-bearing, repayable funds, placed the railways at a very great disadvantage compared with their principal competitor, road transport, whose fixed network improvements—and capacity

expansion—were being financed almost entirely from non-interest-bearing, non-repayable sources.

The most elementary justice demanded that the railways should participate fully in the allocation of interest free funds for the upgrading to modern standards on the same liberal basis that applied to other transport media.

Unless this was done, the inherent relative advantages of rail transport could not be fully exploited and even though railways competed successfully in a market where division of functions between competing modes was determined by price rather than total costs, the economy would not reap the full benefit that rail could achieve—either in price or quality of service.

Along with road, sea transport also enjoyed the advantage of paying for its fixed facilities on a user basis. The big advantage of this, apart from the fact that these items appeared to operators as readily identifiable direct costs, was that someone else supplied the capital for extra capacity, when required, and carried the burden of spare capacity when business was slack.

These factors made any endeavour to identify the economical role of railways within a transport network, based on the prices charged by rail and road for various classes of goods, meaningless and doomed to failure.

No increase

A redistribution of the total available transport money pool, in accordance with the ability of each mode to contribute to the reduction of total community transport costs, was all that was necessary for railways to implement cost-saving improvements, Mr. Brown said.

Long-range implications of diverting money to the railways for cost-saving facilities, was of the greatest significance to the national economy.

Skilled manpower was a scarce resource in Australia, and would never be conserved by pouring so much money into better roads to enable more transports to operate at 20 tons or so per crew.

On the other hand, every upgrading of railway systems increased their ability to introduce automated processes and to reduce the manpower content of the nation's transport costs.

Loading density most important

Relating railway prices to costs of service, would take into account density of loading and the amount of terminal handling required, but would be strongly influenced by the costs of handling most or all classes

of traffic over specific routes rather than by the costs of handling specific classes of traffic over all routes, Mr. Brown said.

This conclusion, he contended, was of the utmost significance in assessing the role of a railway system in a competing transport network. It had led to a definition of the railway role as "bulk (meaning total quantity) carriage on high density routes between points of traffic concentration."

In other words, the railway role was to be defined by routes or sections of routes rather than by classes of goods, or by length of haul.

Total traffic density over a specific route was the principal factor determining whether rail would be the economical mode for the task.

Other factors, such as route length, the classes of traffic being handled over it, and the degree of congestion on the parallel road system, must be taken into account, but they played a subsidiary role to traffic density.

The railway cost structure, where over 60 per cent of total costs did not vary in the short term in accordance with fluctuations in the volume of traffic, led to this definition of the railway role.

With low traffic density below a certain total traffic volume, road became the low-cost producer, and sharing traffic between the two modes at, or below, this level wasted resources by making rail operate under high-cost conditions.

Diverting portion of the rail traffic task to road would not improve the situation as it would result in a less than proportionate decrease in rail costs, and the only effective way of overcoming the wasteful duplication was to withdraw rail services completely in favour of road.

Ascertaining costs

A vast amount of research had to be put into ascertaining the real costs, in resources consumed, of carrying out specific route tasks by one mode or the other, and by varying modal combinations. In identifying community costs of road transport, studies had been made of the additional costs incurred in building and maintaining roads to the standards required solely by heavy commercial vehicles.

For instance, the Victorian Country Roads Board in its submission to the Victorian Board of Inquiry, estimated that more than 95 per cent of the pavement wear of highways was directly attributable to loaded commercial vehicles.

But, this was only portion of the cost of road transport and much

had to be done to ascertain the relevant portions of associated costs such as street lighting, traffic police, hospitals, environmental factors, etc.

Railways had problems in separating their purely *business activities*—those performed for profit—from what could be described as *social service* functions, namely, subsidies by concessions built into their pricing structure, and operating losses of country and suburban passenger trains which were run as essential community service.

To bring the railway freight pricing structure nearer true costs (and this could only be meaningfully done on a route basis) and to strengthen the railways competitive ability for tasks that they could perform at lowest community cost, it was essential that hidden subsidies and losses be identified, accepted as expressions of Government policy, and reimbursed to the railways from the public purse in their true guise—payments for services rendered, Mr. Brown urged.

Rail rates would have to be related much more closely to costs than in the past; such costs determining the lowest rate to be quoted, and competitors' charges setting the upper limit. As already emphasized, rail costs would be assessed mainly on a route basis, commodity cost variations on specific routes being based on inherent characteristics of each class of traffic such as density, ease and cost of loading and unloading, requirement for specialized equipment, and annual tonnage offering. This task, though complicated, would be facilitated by a computerized total information system.

Differential rates for the same distance over different routes could then be the rule rather than the exception. And the railways rate book might consist of rates from district to district rather than the present mileage scale.

While railways engaged only in the line-haul portion of the transport task, they could be competitively vulnerable by inefficiencies in the collection and distributive agencies.

It was therefore essential for the railway systems to have the right to operate their own pick up and delivery systems if they were to match the attraction of a single agency being responsible for the whole transport transaction from door to door.

Identification and separation processes would take time, and when completed, would not necessarily lead to any early rationalization warranted, but realism demanded that in the meantime railways must fairly face up to the handicaps with which they were saddled.

Country v city passenger losses

At this point Mr. Brown drew

attention to the often overlooked vital difference, from the community viewpoint, between losses incurred on country and metropolitan rail passenger services in terms of value received.

With low-density country passenger services, the community had a practicable and less costly alternative to continuing to subsidize rail passenger losses directly or indirectly. This alternative, the bus, could operate on the existing road system without noticeable effect on overall traffic density.

But with high-density suburban rail passenger services, no such alternative existed.

The present road system was incapable, without enormous expenditure and much property resumption, of absorbing the buses and motor cars that would replace the trains, and the running cost of the buses and cars—and parking the latter—would be vastly greater.

Because passenger operations influenced railway freight pricing structure, it was important that these points be understood.

It appeared inevitable that the community was going to continue to pay the railways to run passenger trains, whether by deficit financing or by direct subsidy, and if this was so, the community ought at least to know why it was following this course, what it was getting for its money, and what options existed.

Common carrier handicap

As common carriers, railways were subjected to a severe handicap not shared by their competitors who were free to choose the routes over which they operated and the commodities they handled. Naturally, they concentrated on routes and products which gave the highest percentage of net loading to gross capacity.

The railways should be relieved of their common carrier obligation so that they, too, might be more selective.

For instance, an operator of an interstate overnight road parcels service undertook the line haul between capitals, but parcels which had to be carried beyond the capital city to a Victorian country or distant suburban destination were sent on by rail.

Needed improvements

Mr. Brown then listed areas where, and the reasons why, railways were not achieving maximum efficiency, even though they were matching competitors.

He said that although built to last, many freight wagons had long outlived their economic life, both

in physical condition and carrying capacity. Furthermore, their designed speed was, in many instances, below modern standards and demands.

While speed was a basic ingredient of a satisfactory transport service, it was frequently given an unreal importance. Overnight or one-day freight service intrastate and between adjoining capital cities, was surely sufficient for all but special consignments.

Our modern vehicle design, however, provided for lower tare to load ratios, greater carrying capacity and 60 m.p.h. running, but our replacement rate was inadequate.

Track designs also had to be improved to take greater loads and higher speeds, and to eliminate or reduce constraints due to gradients and horizontal and vertical curvature. These limitations were receiving increasing attention by road authorities.

In addition, heavy rails, welded into long lengths for smoother riding and reduced maintenance for vehicles and tracks, were necessary.

Train crossing facilities also needed upgrading, otherwise track and rolling stock improvements would be nullified by standing time.

Terminal problems

Line haul transit time was not the full picture. Terminal operations, for all modes, could have a nullifying effect.

Modern mechanized transfer facilities were essential. Associated with rail terminals were marshalling yards; safer, more speedy and cheaper operations were possible with automated hump yards, such as was recently commissioned in Melbourne. The rate of return on capital was high but so was the amount of capital required, although meagre compared to current expenditure on roads.

The magnitude of the railways of Australia and the free flow of rolling stock throughout the Commonwealth was not without its problems, both from the viewpoint of managerial control and customer service. Modern cybernetics provide the answer to both problems by what was commonly known as a total information system. In its most sophisticated form, *on line* information could be made available to customers on inquiry. But good communications and computers were necessary and, although providing value for the outlay involved, the capital commitment was not small.

Mr. Brown referred to "the most intractable problem" of railways in Australia—namely, lack of traffic density through long distances and

small population outside capital cities.

By world standard, densities between our capital cities were not high, and the railways possessed considerable scope for further economies.

These economies could be tapped only by deliberately concentrating as much land-borne traffic as possible on selected high-density rail routes.

Even where conditions of open competition prevailed, transport policies should be framed with this end in view.

Commonwealth transport fleet

Mr. Brown criticized the Commonwealth Government for permitting certain Departments to set up their own transport fleets in direct competition with State-owned rail transport systems and private road operators.

Not only were the costs upon which these Departments decided that it was cheaper to provide their own transport completely unrealistic, in that they were exempt from revenue taxes as well as from user charges for the roads, but the cost of their fleets represented competition for scarce capital resources at a time when there was considerable pressure to contain capital spending in the public sector as an anti-inflationary measure.

If the Commonwealth Government genuinely desired to see the total cost of transport in Australia reduced, it could not make a better start than to direct its own transport requirements to existing—and particularly State-owned—transport systems and to the fleet of vehicles owned and operated by private industry, Mr. Brown concluded.

SIDINGS FOR STEEL

Leighton Contractors Limited has been awarded a \$350,000 contract to build three 2,000 ft. long private sidings and crossings for the John Lysaght (Aust.) Ltd. cold steel strip mill adjoining Westernport.

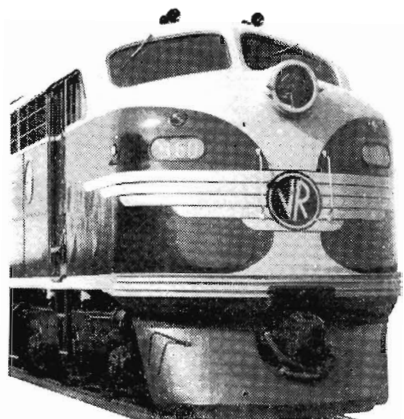
DROVE ON LINE

A man fined \$130 with \$11 costs after driving along the railway between Hallam and Dandenong at 10.15 on a Sunday morning, had told the Dandenong Court that he did not know whether to plead guilty or not guilty as he did not know whether or not he had been driving his car at the time.

The man had driven two miles along the railway and had stopped behind the G.M.H. works.

Police told the court that the man had to be woken from his car and, at the police station, had lit a \$2 note as a cigarette. A breathalyser test indicated a reading of 2.5 per cent.

THE TWO MILLION CLUB



← Our highest mileage locomotive, B 60. To Mid-May it had run more than 2,423,000 miles since entering service in July 1952.



→ Honours for the quickest acquired 2 million miles go to S 302. With 2,225,000 miles to its credit to mid-May, only B's 60 to 63 have recorded greater mileages on the V.R., even though S 302's career has been five years shorter than the B-class.

Last month, New South Wales Railways joined the "2 million club" when locomotive 4201 logged the required miles. The other "club" members are Commonwealth Railways and Victorian Railways.

The N.S.W. locomotive reached its second million after 15½ years service—but that isn't the record. Our own S 302 clocked 2 million miles of train hauling in the amazing time of 12 years—an average of more than 3,200 miles a week.

The first diesel-electric locomotive in Australia to run 1 million miles was our own B 62, which now carries a plaque commemorating this fact. It logged those miles in 5¼ years to December 19, 1957.

The changing scene



Crew of Edward Henty, S 302, on *Spirit of Progress*, take probably their first look at a diesel locomotive as B 60, on delivery in July 1952, waits at Seymour to be attached to the *Albury Express*. Steam S 302 later went to the scrapper, but in 1957, the name and number was carried again.

Commonwealth Railway's GM 1, mainland Australia's first main-line diesel, was the first to reach 2 million miles—on March 24, 1965—after a career of 13¼ years.

Our first two million miler, B 62—again—reached that total on March 7, 1967, after 14½ years in service.

But in October 1969, S 302 reached 2 million miles in the shortest time yet recorded in Australia.

To date, 35 diesels have joined the

"2 million club"—and 23 of them are V.R. locomotives.

Current membership of the club is:

Commonwealth Railways: 11 members, GM 1 to 11 inclusive. GM 1 is also Australia's highest mileage locomotive with more than 2,630,000 miles to its credit by mid-May.

Victorian Railways: 23 members, B 60 to 77 inclusive and B 82, plus S 300 to 303 inclusive. By the end of August, the remaining seven B-class and S 304 to 309 should also have recorded 2 million miles.

New South Wales Railways: One member, 4201. Five Alco-type 40-class locomotives—in service from November 1951—are nearing 2 million miles, but over half of their original number of 20 have been traded-in on new locomotives.

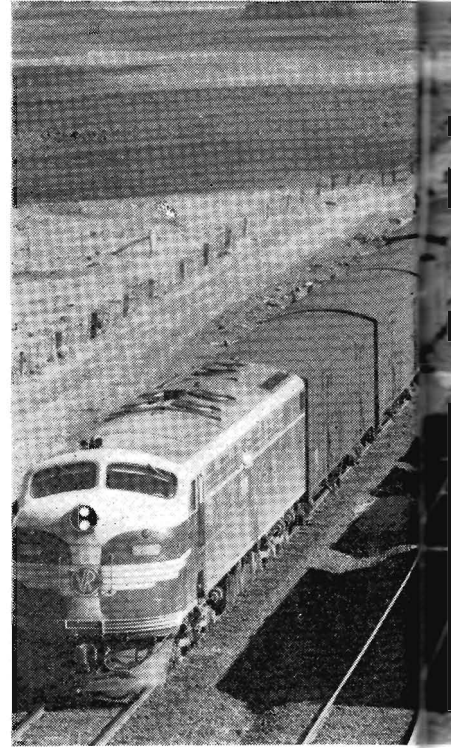
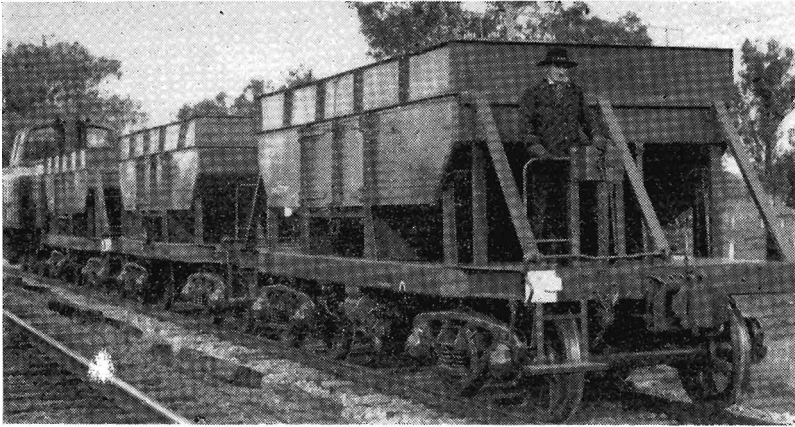
While N.S.W.'s diesels are just reaching the 2 million mile mark, the tally is no stranger to that system. They are the only Australian railway system to record over 2 million miles from steam locomotives. To date 46 32-class locomotives have logged that massive mileage.

It is interesting that both Commonwealth Railways GM-class and N.S.W.'s 42-class diesels are almost identical with our S-class.

Victoria's very large tally of 2 million milers is impressive because this small state lacks long runs.

As S 310 to 313 and S 315 have logged over 1½ million miles in less than 10½ years, they should join the ranks of our other 2 million milers by early 1974.

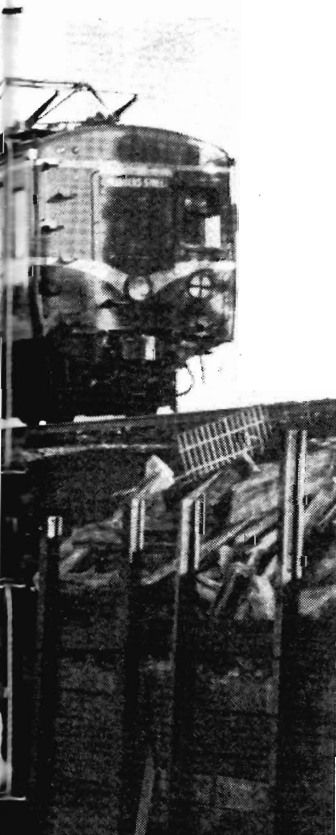
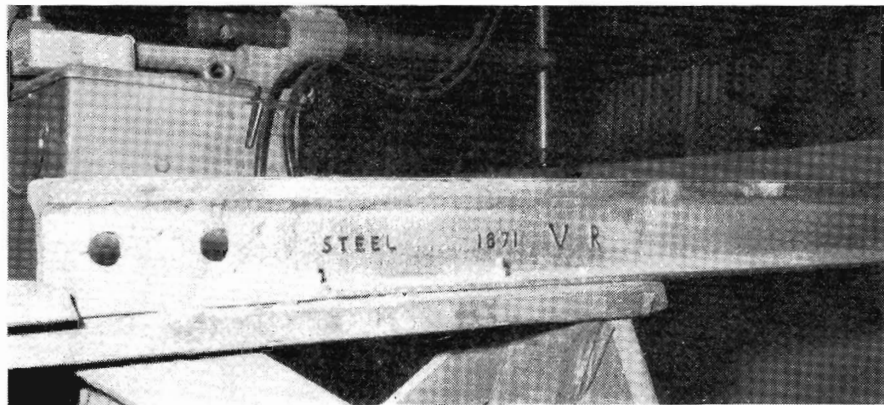
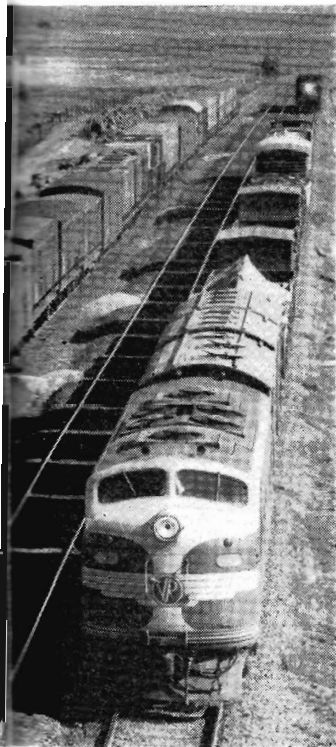
And incidentally, three of Melbourne's trams have recorded more than 1½ million miles.



TEN YEAR SUCCESS STORY. Flashback (above) to July 6, 1961, when the first ballast train ran from Wodonga to Barnawartha, on the standard gauge line, then being built. Since its opening in January 1962, the new line has carried over 18.6 million tons of freight – and 1969-70's 2.6 million tons was 22 per cent of all freight carried by the V.R. The 10 years have seen more than one million passengers travel on *Southern Aurora* alone, with many more on *Spirit of Progress* and *Intercapital Daylight*. Photograph at right shows standard and broad gauge trains paralleling into Beveridge. This photograph was taken at the height of the 1968 drought, when a water train (rear) followed trains from Broadmeadows to Wallan as a precaution against fires.

VIEWS OF NEWS





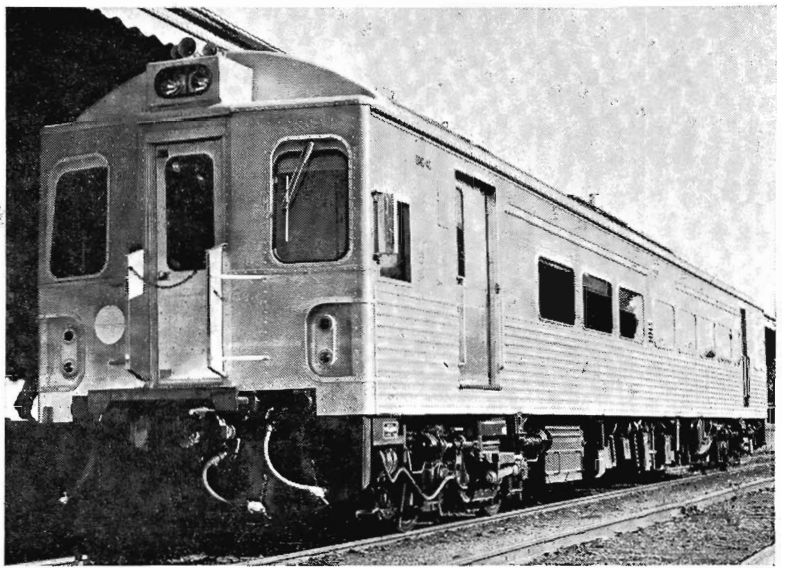
CENTENARY. In 1871, the V.R. started replacing iron rails with flat-bottomed steel rails – rails as we know them today. They replaced “bullhead” or “double-headed” rail, which had been standard in Britain since railways began. Top photograph shows a section of the original flat-bottomed rail imported in 1871 from the famous British steel producing centre of Sheffield. The 100-year-old rail is used to support machinery in the Clifton Hill factory of J.W. Hicks Pty. Ltd. The other photograph shows a portion of surviving “bullhead” rail, at Macedon. “Bullhead” rail was popular because when one surface wore out, the rail was turned over to another head – as the inverted brand shows; Blaenavon is in South Wales. “Bullhead” rails did not sit on the sleeper, but were supported by cast iron chairs with the rails secured in the chairs by wooden keys or wedges (seen against the rail farthest from the camera).

◀ **UP, UP, THEN GONE.** Sunday, May 16, was a great day for Box Hillites, as one of their problem level crossings – at Elgar Road – had the first stage of its abolition completed. Trains from Melbourne now travel on a rail overpass, cutting in half the delays for motorists. In August, the second track will join the first on the higher level, and the crossing will no longer exist. The whole project should be completed in December when a new third track is laid into Box Hill, and Elgar Road is lowered to provide the standard 18 ft. clearance.

Our long-awaited new rail car for Portland is here! Last month, during spectacular test and demonstration runs for railway officials and news media, the car showed its potentialities.

Later this month, it starts running between Ararat and Portland. And for the week prior to this, it will be previewed by western district residents in a series of demonstration runs from major towns between Ararat and Portland.

A second car will be delivered later.



DRC 40 at Seymour during its first test run.

NEW RAIL CAR

Luxury air-conditioned travel is in store for travellers on the new diesel-hydraulic rail cars. At a cost of \$440,000 in all, we will have two most modern rail cars that should have tremendous "passenger appeal".

For the Hamilton-Portland area, the rail car will provide a day-return service from Portland to Melbourne; it will also introduce one-class travel between Portland and Ararat.

First impression of the interior is comfort. Sixty comfortable green leather-look, vinyl-upholstered seats greet the traveller. Paldao wood-grain panelling runs from window sill to floor level, with sanddrift panelling above. Carpet is provided over the area where scratches from luggage would mar the ceiling panelling. Green tone-on-tone carpet on the floor completes the luxurious look of the rail car.

The car has fluorescent lighting. Built by Tulloch Pty. Ltd., of Sydney, the cars feature monocoque construction methods—similar to aircraft design. The exterior is aluminium sheathing over aluminium framework. In accordance with normal practice, anti-telescoping beams are provided at each end of the car.

The car is equipped with two 300 h.p. turbo-charged Cummins diesels giving it ample power for all operating requirements.

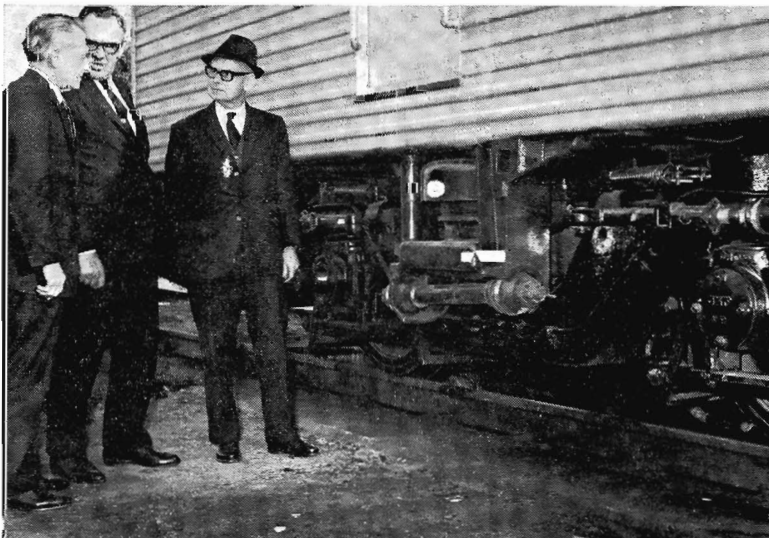
A feature of the car is its very smooth riding at high speeds. This is attributable to the air-suspension bogies—their first use in Victoria.

Impressive test run

On its first test run, to Seymour, DRC 40—as the rail car is numbered—put on a sparkling performance. The generally uphill 22½ miles from Broadmeadows to Heathcote Junction were run at an average speed of a shade over 66 m.p.h., and the remainder of the journey to Seymour was equally as impressive.

Returning to Melbourne, only being checked behind another train from Essendon to Spencer Street prevented what was destined to be a less-than-one-hour run for the 61½ mile trip from Seymour. As it was, the car reached Essendon, 56½ miles, in just under 50 minutes (average speed nearly 68 m.p.h.), and reached Spencer Street in 62 minutes.

A second run to Seymour took 59 minutes from Melbourne, and 56 minutes for the return trip.



Chief Mechanical Engineer, Mr. S. F. Keane (centre) explains features of the rail car's air-suspension bogies to Deputy Chairman of Commissioners, Mr. E. P. Rogan (left) and Commissioner Mr. L. A. Reynolds (who retired last month). Melbourne's 50 new stainless steel metropolitan trains will also have air-suspension bogies for smoother riding.

Rail motor guard, Mr. C. Gebhardt, described the test run as "perfect" and added that the new car was "excellent, and so smooth

to ride in that passengers should be very happy with them". Driver Mr. M. Flannery described the car as "a pleasure to drive" and "very

impressive and modern".

No doubt future passengers will echo these impressions.

TECHNICAL DETAILS

Length over body: 77 ft.

Width: 9 ft. 5½ in.

Height: 13 ft. 8¾ in.

Engines: two Cummins 300 b.h.p. turbo-charged diesels.

Transmission: Voith automatic hydraulic transmission; Dana-Spicer axle drive to one axle per bogie

Bogies: Bradford-Kendall Sumi-ride air-suspension. Roller bearings.

Fuel tank: 250 gallons capacity.

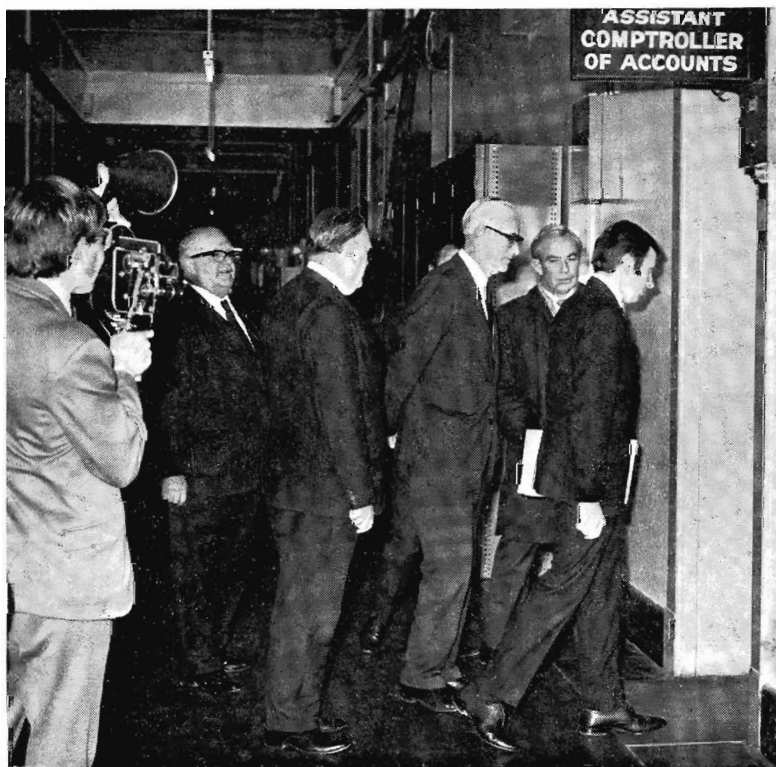
Weight: rated 60 tons, fully loaded.

Maximum speed: 75 m.p.h.



The attractive interior of the new car.

PARLIAMENTARY PROBE INTO RAIL ACCOUNTING



An inquiry into railway losses and accounting methods has been started by the Parliamentary accounts committee.

The committee chairman, Mr. K. H. Wheeler, M.P., described the inquiry as the "most searching look yet at railway finances".

Terms of reference for the inquiry are :

- the viability of the railways as a transport system;
- the profitability or otherwise of the railways, differentiating between urban and country services, and passengers and freight;
- the effects of intrastate and interstate competition on railway results;
- comparisons of operations and results with other railway systems;
- the form and presentation of railways accounts; and
- the basic principles connected with structuring of capital investment, loan advances from the Government, interest charges and depreciation of assets.

The committee will also examine how section 92 of the Constitution, which allows free interstate commerce, is affecting the Victorian Railways.

With TV recording the event, the committee members make their initial call on the Assistant Comptroller of Accounts.

LINES FROM OTHER LINES

PLASMA TORCH

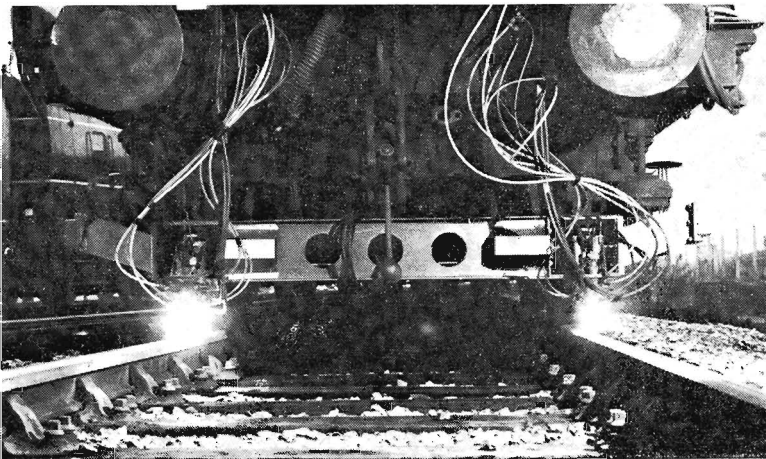
A major development being pursued by British Rail is a device known as the direct-current plasma torch. It is designed to increase the adhesion between wheel and running rail, which controls the maximum load that can be hauled by a given locomotive, the riding characteristics of rail vehicles, and the minimum stopping distances of trains.

Increasing the adhesion factor can provide substantial economies. It is governed by the dynamics of the vehicle and the friction co-efficient between wheels and rail. Friction is lowered in service by contaminants such as oil, leaves, salt spray and dust deposited on the rail surface.

The plasma torch is positioned to clean the rails just ahead of the locomotive's wheels; it produces a high-velocity high-temperature jet of partially ionised gas which does not generate significant electrical interference or noise and has no deleterious effect on the rails themselves.

Laboratory tests have shown that friction could be increased sixfold, though more modest increases are adequate in service. Track trials over British Rail's network have met with substantial success for a wide range of pollution and climatic conditions.

So far the work has been carried out at speeds up to 30 m.p.h., but research and development are continuing for higher speed applications.



The plasma torch burns impurities from the rail surface. (Photograph: British Railways Board).

CONTINUOUS PAVED TRACK

Part of British Rail's wheel-adhesion research has been sponsored by the United States' Department of Transportation and by the Office of Research and Experimentation of the International Union of Railways.

The latter organisation is also collaborating with British Rail in the development of continuous paved track to support the rails, in place of conventional sleepers and ballast. Various railway administrations have been seeking a form of track which would require no regular maintenance, apart from changing the rails themselves.

Most of the track foundation systems so far tested have been assembled from precast concrete units, but the joints between units have caused difficulties in some cases. British Rail avoided this problem by the use of road-building machinery known as a "slip form paver"; this can lay a reinforced concrete roadway to a very high standard of accuracy and finish, without the use of side forms.

The method was used to lay an experimental section of track, 480 yds. long, consisting of a continuous slab of reinforced concrete 8 ft. 6 in. wide with continuous welded rails secured by various types of fastening. This experimental track at present carries normal passenger and freight traffic, while research and development to improve the paved track system continues.

The firm which designed the

slip form paver was the earth-moving and paving contractor for the experimental section of track. Now British Rail has acquired a specially adapted paver for its own use. The new machine has several special features, including the ability to cope with points and crossings requiring a wider base than plain track, and operation through tunnels.

QUEENSLAND'S LATEST

Queensland Railways opened another coal line on June 1, this time it was the \$36.5 million 125-mile Goonyella line in central Queensland.

Built under an agreement between the Queensland Government and Central Queensland Coal Associates (Utah Development Company and Mitsubishi Development Pty. Ltd.), the first 91 miles from the seaboard terminal at Hay Point, 12 miles south-east of Mackay, has been laid with 107-lb rail—the heaviest rail yet used in Queensland. The remaining 34 miles to the Goonyella coal field are laid with 94-lb rail.

The heavier rail to the 91-mile point has been used in anticipation of a 30-mile spur line from this point to a second coal field at Peak Downs.

Initial coal haulage is expected to be four million tons annually, but when the Peak Downs field operates in approximately two years, current orders will see the line carry nine million tons annually. An additional two coal fields are being investigated which could also add to the line's traffic.

TOPS IS TOPS

Of all the computer-based wagon control and management information schemes in North America, Southern Pacific's Total Operations Processing System (TOPS) is the most elaborate. Its primary task is to monitor all activities of 2,300 locomotives and 93,000 wagons over the 14,000 route miles of track, so that every movement can be planned for maximum efficiency; but all accounting and statistical needs are met from within the TOPS data bank as well as reports for management.

With 340 application programmes, TOPS will touch every facet of SP's operations from locomotive maintenance to train dispatching.

When complete, in 1972, TOPS will have cost \$US22 million, but already savings are beginning to justify the expenditure.

Railway Gazette

Editor retires

News Letter editor Jim Morrissey who retired this month, started in the Accountancy Branch in December 1922. Joining the literary staff of



Mr. Morrissey

the Public Relations and Betterment Board in 1950, he had been engaged on *News Letter* and general publicity work until his appointment as editor of the magazine, nine years ago. "News Letter work has been very rewarding," said Jim. "It has brought me in touch with some of the most interesting personalities I've ever met—fascinating people, many of them with a wide range of the most diverse skills, quite apart from those they exercise in their work.

"Among railway people, there are artists, authors, astronomers, poets, musicians, model makers by the dozen, and students of history, philosophy, science and God knows what else.

"In the thirties, there was even a palaeontologist (fossil hunter). In railway life he was a toolmaker at Newport Workshops. Palaeontology was his lifelong study and he became so proficient in it that he was ultimately appointed by the Queensland Government to an important job in that field.

"It's a popular superstition in some quarters, that life in a Government enterprise thwarts the development of a full individuality, and presses people into conventional moulds."

He had found the contrary to be true, he said.

"The security of employment in Government work, by freeing people from a considerable amount of job anxiety, may actually open the way to their full development as rounded human beings."

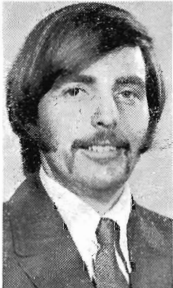
"Almost everyone knows characters among railway people who would need a Dickens to adequately portray them in all their rich variety," he said.

In retirement, Jim said he hopes "to mix a little travel with a lot of loafing".

New editor

A much-travelled man is now seated behind the *News Letter* keyboard.

Twenty-six year old Jim Clarke, who joined the Railways as a junior clerk in the time-tables section of the Traffic Branch in 1961, is one of the youngest men to take on the task of editing the house journal of one of the State's biggest businesses.



Mr. Clarke

During his 10 years with the Railways, he has travelled over 250,000 miles around Australia and New Zealand—over half by train.

In 1967, he transferred to the Public Relations section, and has edited *News Letter* since the February issue of this year.

50 years with signals

On July 5, Signal and Telegraph Engineer, Mr. Keith Cousin will end his 51-year career with the Victorian Railways. And in 50 of those years he has been associated with signals.

In 1920, Mr. Cousin joined the railways as a lad laborer at the electrical fitters depot at Hawthorn. A year later he started an electrical fitters apprenticeship at the Newport Signal Shop, but before his apprenticeship was completed, he was transferred to the mechanical design office in head office.

For seven years during the depression, Mr. Cousin was regressed to an electrical fitter in the Flinders Street district, but at the end of that time, he returned to head office.

From 1940 to 1958 he worked in the communications section, culminating as Telephone and Telegraph Engineer from 1955-58.

He then moved into the Signal and Telegraph Engineer's section, and has headed the section since April 1961.



Mr. Cousin

Highlights in his long association with signalling have been the replacement of the morse system with teleprinters, centralized traffic control for the standard gauge line, the modernized signalling for the Melbourne hump yard, and the accelerated boom barrier and flashing light programmes.

When asked for his retirement plans, Mr. Cousin quickly replied: "None at all, but I might see if I can still play bowls".

Likes Wakool

Stationmaster Neville Douthat, at Wakool (pronounced War'cool) since October 1969, has been associated with the area for many years as he previously lived only 22 miles away, at Koondrook.

And when he joined the railways, in 1958, it was at his home town; a person more enthusiastic about the Murray districts is hard to find.

A keen duck shooter, Neville finds good hunting in local rice fields and has reached the bag limit on many occasions. The legendary fish of the Murray area have not escaped his attention and Neville can often be found angling along the Wakool River and surrounding creeks as well as the Murray. Redfin and cod are the best, he says.

Wakool is largely a soldier settlement area and most of the nearby properties are relatively small.

"Nevertheless, support is good from the town, although the main commodities are superphosphate, wool and wheat", he said. "Seven miles away, at Burraboi, rice from the district is railed. More than 19,000 tons was railed last year and a new storage is nearing completion that will hold 22,000 tons.

"A co-ordinated pick-up service for wool from farms has improved traffic. Although we get up to 340 bales from some customers, the average clip around Wakool is about 25 bales".

Good sport

A man for all sporting seasons is Beechworth's stationmaster, Mr. Michael Elkins.

Last cricket season he won the Ovens and King Association's all-

rounder award, and has won the same award at his local club, Beechworth, as well as topping the club's batting averages.



Mr. Elkins

Michael is also a top table tennis player, and frequently plays against teams of inmates from Beechworth's mental home and gaol. He is a keen golfer, too.

As a member of the local Apex Club, his last project was to cater for the Victorian Hot Rod Championships held recently at Beechworth.

Sporting interests aside, he won the Victorian Latin-American dance title at the Melbourne Town Hall a few years ago, and still enjoys dancing. He appeared regularly on ABV 2's "T.V. Ballroom".

Michael came to Beechworth from Yarragon 14 months ago, after a nine year career in the railways.

"Our best business at Beechworth is beer for the five hotels and the licensed grocer," he said. "And all goods for the gaol and mental home come by train, too".

"Outwards traffic is mainly pulpwood for Maryvale".

Driver's driver

Among the May retirements was Mr. Jack Bromley, Electric Running Superintendent, the man to whom Melbourne's 450 electric train drivers took their grievances.

Leaving the job at 60, Jack's regret was that he will miss the comradeship of his co-workers—a feeling brought about by genuine respect on both sides.

For the last six years Jack has been Electric Running Superintendent, and, with a staff of over 25, has controlled the training of running staff for Melbourne's electric trains, and the rostering of drivers.

His 44 year railway career started at Maryborough in 1927 when lad labourer Bromley joined the staff. Later after becoming a driver he worked from Ballarat, Bendigo and Benalla depots until 1943, when he transferred to Melbourne to drive electric trains.

Quickly moving into the staff side, by 1955 he had become assistant to the Superintendent. In 1965, he became the Superintendent.



Mr. Bromley

His years of driving made him sympathetic to the complaints of drivers, but, in his own words, he "tried to be fair to the drivers, the union, the Railways and myself—and that was a lot of people to try and please".

"It's been an arduous job, and the more I thought about it, the more I realised that after I turned 60, I was really only keeping a younger man out. So now I'm not".

Now that his days are free of ringing telephones, he intends to soak up some northern sun before lowering Victoria's fish population.

Easy rider

Relieving stationmaster Mr. A. J. Williamson does not strike you as a dust-raising, leather-jacketed "Hell's Angel", but he is probably the most unlikely motor bike fanatic you could meet.

A short, quiet man, he is quick to say that his major hobby is collecting old motor bikes. Although he has only eight left now, including a 1924 Harley, he is anxious to get a 1919 Indian 'cycle.



As well as collecting veteran motor bikes, he has been a keen prospector—with some success. A lot of his prospecting has been done in the Mallee, and when at Murrayville from 1962–66, he found cryptocrySTALLINE quartz (young opal, without "fire"). He has also found gold, pink-weathered quartz, traces of tourmaline, jasper, a bunch of conglomerates containing gold, hematite and many others.

Mr. Williamson started in the railways at their printing works in 1928. "In those days the printers were in the head office basement, and I was involved in the move to North Melbourne," he recalled.

Mr. Williamson then worked on a ticket printing machine. The ticket printery was separate from the main plant and was on the old concourse at Spencer Street.

When the depression came, he was put out of work, but later won a place in the Traffic Branch.

In 1930, he gained his telegraphy certificate in just three months.

He has recently been at Mildura and Yarrawonga.

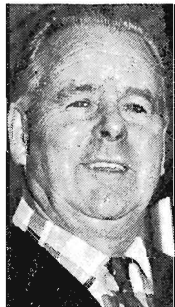
Box Hill tenor

Mr. Frank Fewster, signalman at Box Hill for the last nine years, sang at his own farewell in the V.R.I. ballroom earlier this month.

A tenor soloist in church choirs and at weddings, Mr. Fewster included in his repertoire "Tell me tonight", "O sweet mystery" and "Jerusalem".

"I find singing very relaxing and satisfying, and it makes other people happy," he said.

He started in the railways as a junior clerk in Melbourne Goods 50½ years ago; he had been a signalman for 35 years.



Mr. Fewster

His first job as a signalman was at Gardiner where he had to contend with bolting horses and fainting women.

On one occasion, Mr. Fewster recalled, a car crashed into the gates and he left the box to obtain details of the driver and his vehicle.

"Police called later to say that the car was stolen and the driver was an escaped convict armed with a rifle," he mused.

In his younger days, Mr. Fewster was a keen cricketer and played junior grade for 20 years.

Essendon invited him to play, but shift work prevented him accepting the offer.

Mr. Fewster plans a Pacific trip with his wife in August.

New Assistant Comptroller

Following the retirement of Mr. W. G. Galt because of ill-health, Mr. Alan Fell has been appointed Assistant Comptroller of Stores.

Mr. Fell began his career in the Accountancy Branch as a junior clerk in 1934. Then followed a short period in the Secretary's Branch before he transferred to the Stores Branch in 1936.

Mr. Fell has held many positions, in all facets of Stores Branch working, and his last 10 years have been spent mainly on contracts work.

The first Higher Railway Management Course held in Sydney was attended by Mr. Fell. His outside interests are gardening and the Box Hill Methodist Football Club, where he has been most actively involved for many years.

RETIREMENTS

ELECTRICAL ENGINEERING BRANCH

Gunn, M. A., Head Office, 19/7

ROLLING STOCK BRANCH

Adams, A. J., Jolimont, 8/4
Adams, F. E., Newport, 11/7
Bromley, J., E. R. Depot, 5/5
Cowling, M. W., Bendigo North, 4/6
Curcio, A., South Dynon, 27/7
Darmos, P., Newport, 19/3
Duke, G. R., Ballarat North, 22/7
Fitzpatrick, W. H., Bendigo North, 10/7
Gleeson, C. T., Newport, 29/4
Johnson, P. J., Newport, 2/4
Koukouparris, A. P., North Melb., 16/7
Kusmanidis, D., Jolimont, 19/4
Maikousis, N., North Melbourne, 26/3
Mallon, J., Jolimont, 7/7
Morshead, D. R., Bendigo Loco, 14/4
McGouldrick, T., Bendigo North, 14/7
McGillivray, C. D., R. M., Depot, 2/4
McPherson, W. J., Traralgon, 10/7
Nichols, W. P., Newport, 31/3
O'Brien, T. C., Jolimont, 16/3
Oldham, R. W., Bendigo North, 26/7
O'Shea, J., Horsham, 22/7
Welch, O. J., North Melbourne, 20/7
Whittle, A. H., Jolimont, 14/7
Wiley, J. J., Newport, 30/4

STORES BRANCH

Pascoe, W. H., Jolimont Workshops, 8/4
Galt, W. G., Head Office, 6/3
Gleeson, D. J., Printing Works, 26/3
Hepworth, G., Printing Works, 16/4
Price, F., Newport Workshops, 27/7

TRAFFIC BRANCH

Pauline, J., Flinders Street, 10/7
Westgarth, A., Benalla, 11/7
Wilson, W. A., Bendigo, 14/7
Ryan, C. P., Melbourne Goods, 25/7
Conlon, C. J., Metro. Supt., 19/7
McMahon, P. J., Newport, 28/7
Dredge, A. J., Dynon, 30/7
Caudry, A., Bridgewater, 5/5
Pascoe, W. A., Ballarat, 8/5
Douglas, (Mrs.) H. F., Head Office, 7/5
Danaher, P. J., Spencer Street, 9/6
Smith, L. A., Clifton Hill, 3/7
Crowe, M. J., Middle Brighton, 20/4
Holmes, (Miss) J. K., Ballarat Goods, 21/4
Collins, A. J., Ballarat, 21/4
Grist, B. J., Bendigo, 6/5

WAY AND WORKS BRANCH

Aldrich, F., Cudgewa, 19/7
Bertram, N. J., Numurkah, 22/7
Biltschouff, B. P., Engineer of Special Works, 5/5
Bowers, C. A., Bullarto, 27/7
Bromley, C. W., Korumburra, 20/7
Cousin, K. C., Head Office, 5/7
Dal-Santo, A., Ouyen, 26/7
Duckmanton, T. A., Ararat, 8/4
Edwards, S. W., Bendigo, 17/7
Eggleston, T. W., Flinders Street, 8/7
MacDonald, D. M., Flinders Street, 10/5
Madgwick, N. W., Strathmerton, 27/4
Moody, R., Spotswood, 12/7
Moore, L. H., Seymour, 1/7
Murrhly, J. T., Geelong, 19/7
Neate, R. L., Shepparton, 28/5
Noonan, W. J., Maryborough, 23/4
Ockenden, J. R., Maryborough, 28/7
Ross, T. C. J., Avoca, 27/7

Stewart, D. W. A., Engineer of Special Works, 5/4
Wenn, A. G. Engineer of Special Works, 27/7

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Gibbons, W. A., Newport, 26/4
Grantham, L. E., Shelter Shed, 17/4
MacKerlie, R. J., Ballarat Nth, 27/4
Millstead, I. H., Dimboola, 1/5
Perry, J. A., Newport, 25/4
Phefley, A. E., E. R. Depot, 14/4

TRAFFIC BRANCH

Templeton, E., Mildura, 22/4
Dooley, W. L., Brighton Beach, 26/4
Brady M. F., Flinders Street, 6/5
Willcock, F. H., Caulfield, 8/5
Domalga, W., Seymour, 10/5
Azal, M., Flinders Street, 12/5
Shabbrook, M. C., Creswick, 16/5
Terzini, E., Melbourne Goods, 21/5

WAY AND WORKS BRANCH

Matthews, J. R., Engineer of Special Works, 10/5

Institute News

TRIENNIAL ELECTION FOR INSTITUTE COUNCIL

Do you recall the article in the November 1970 *News Letter* under the heading "What is the V.R.I. Council"? It detailed the composition of the Council and broadly outlined the duties of a councillor.

In part, the article said that the Council comprised 28 members, 17 of whom were elected triennially by the active membership of the Institute with the remaining 11 being appointed by the Commissioners.

This year is triennial election year and nominations are invited for the 17 elected positions of councillors of the Victorian Railways Institute.

Nominations must be in the hands of the General Secretary not later than Monday, July 5, 1971.

The following extract from the constitution relating to nominations is published for the information of members:

Elections

Any two members qualified to vote may nominate as a candidate for election to the Council any member eligible for nomination, by giving notice thereof in writing to the General Secretary, accompanied by the written consent of the candidate, not later than the date for the reception of such nominations as fixed by the Council. Such nominations and consent to be made in the form set out in Appendix "A" of the Rules.

No person shall be eligible to be nominated to the Council unless he be an active member of the Institute, and has been such for at least six months prior to such nomination, and has paid his subscriptions up to date.

Nomination forms may be obtained at the General Secretary's Office.

OVERSEAS TOURS

New Zealand

Following the recent article on travel, your Institute has arranged a New Zealand holiday over the Christmas break for interested members. Members would leave Tullamarine Jetport on Saturday, December 25, (Christmas Day) at 4.45 p.m. and arrive back at the Jetport on Friday, January 7, 1972, at 6.50 p.m. The holiday would include tours of both the North and South Islands and the all-inclusive cost (subject to a minimum of 30 members—or dependants) would be \$399.00.

This includes all air and coach travel, sightseeing tours, all meals and accommodation at top quality motels and hotels while in New Zealand. Remember, you must be a financial member of the Institute at June 30, 1971, to be eligible for this concessional holiday.

Europe, etc.

For migrant members, we have arranged flight bookings to Rome and Athens, leaving Tullamarine Jetport on Thursday, December 23, and arriving back in Melbourne on Tuesday, January 11, 1972. The return fares for financial members are \$693.00 and \$670.00 respectively.

Natale in Italia

Melbourne—Roma E Ritorno
Via Aerea—\$693.00.

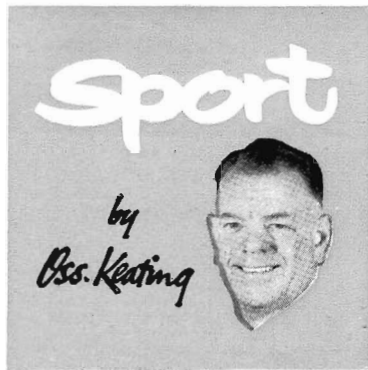
L'Istituto delle Ferrovie del Vittoria ha organizzato per i suoi membri un viaggio in Italia per via aerea Melbourne/Roma e ritorno per solo \$693.00.

Partenza da Melbourne Giovedì 23.12.71, e ritorno a Melbourne in tempo per riprendere il vostro lavoro il giorno 11 o 12 Gennaio 1972.

I membri dell'Istituto dovranno esser "Financial" prima del 30.6.71.

Queste facilitazioni si applicano per tutti i membri dell'Istituto e le loro famiglie.

Per informazioni rivolgersi alla tel. ext. 2445.



Cricket—Commissioners' Cup Competition

After 22 years, Spotswood Workshops broke through for a win in the final of the Metropolitan Cricket Competition. Playing the red-hot favourites, Loco, they lost the toss, and were sent in to bat. Realising that they had the job in front of them, particularly in view of Loco's strong attack, the "Spotie" batsmen put their heads down and with dour, persistent batting, managed to put together 122 before being all out. Everybody in the side tried to contribute something, but best efforts came from G. Young with 36, W. Thomas 31 and G. Lees 20. Even my old basketball mate, Ernie Huber, contributed 7 not out. For Loco, the best bowler was, without a doubt, the late George Allen, who finished with the excellent figures of 6/44. G. Purdie 2/22 and P. Blackman 2/29 were the other wicket takers.

At this stage of the game any right-thinking betting man would not have wanted to back Spotswood even with some of those dud tenners that have been floating around. However, the Workshop boys had other ideas. With W. Thomas in devastating form with the ball, ably supported by W. Bulenok, they bundled Loco out for the meagre total of 58 runs. E. Power, with 21, was the only batsman to offer any serious resistance to the Spotswood attack, while G. Parker and G. Allen both scored 9.

At a very pleasant little function after the match, Mr. Bill Crowe, V.R.I. Councillor and Hon. Secretary of the V.R.I. Cricket Association, handed over the Commissioners' Cup to Spotswood Workshops Captain, Graham Lees, who suitably responded. It must have been a very rewarding moment for Graham, who has been one of Spotswood's cricketing stalwarts for many years, to see them emerge as this year's premiers, and to Graham and his boys go our sincere congratulations. To Loco who come up year after year with a

pretty good combination, our commiserations, and to the other teams who played in this 1970-71 competition, many thanks for competing.

Intersystem bowling carnival

Railway bowlers should keep in mind that the next intersystem bowling carnival will be held in Perth from February 20 to March 3, 1972.

Nominations are invited from any railway bowler, metropolitan or country, who is a financial member of the V.R.I., and wishes selection in the team to represent Victoria in this fixture.

Nominations, which should state the grade of bowls played, position normally played in, personal performances, and any other information which may assist the selectors, should reach the Honorary Secretary, V.R.I. Social Bowling Club, or the Sports Secretary, V.R.I., Flinders Street, Melbourne, no later than Friday, July 30, 1971.

Golf—Intersystem Carnival

It was a rather disappointed Victorian party which returned from the recent Intersystem Golf Carnival held in Sydney. When we left to compete in this particular fixture, we were the holders of the Commissioners' Shield and the Tintara Cup and were quietly confident, that, with the team we had selected, we would bring these trophies back to Victoria. However, our hosts had other ideas, and over the four days of team competition, proved far too good for us. On the opening day, a stableford event was played, and N.S.W. players dominated. This was indicative of the events to come as the results show.

The first day of the teams competition saw N.S.W. jump to a 12 point lead over Victoria, and this was steadily increased over the next three days, until at the completion of the final day's play, N.S.W. led Victoria by 67 strokes. The final scores were N.S.W. 3720, Victoria 3787, Queensland 3910, W.A. 3964, S.A. 4050, New Zealand 4140, Commonwealth 4523 and Tasmania 4582. Congratulations to New South Wales on what was obviously a well deserved win.

It would appear that our blokes, particularly the lower handicappers, could not match their N.S.W. counterparts and therefore fell steadily behind as the days progressed. The best performance by a member of the Victorian team was put up by Jack Manning, who battled hard throughout the Carnival. From all reports this fixture was a huge success and I can assure our hosts that

our party returned home full of praise for the excellent organisation and magnificent hospitality extended to them throughout their stay in Sydney.

Golf—Maryborough V.R.I. Tournament

Further proof of the popularity of golf as a game, if proof is needed, is the fact that another V.R.I. Centre, Maryborough, has decided to conduct an annual tournament. This fixture has been set down for decision on Sunday, July 18, and will be played on the Maryborough Golf Course. Feature events include the Central Championship, A, B and C grade scratch and handicap events, and a scratch and handicap event for the ladies. Hit off time is 10.30 a.m. and the entry fee is \$3 for men and \$2 for ladies. The entry fee includes a three course dinner starting at 5 p.m. Entries close with the Hon. Secretary, M. Rosini, Signal Adjuster, C/- Stationmaster, Maryborough, on Saturday, July 3. Postal entries will be accepted provided the time sheet is not filled. Entry forms are available from the Hon. Secretary, or from the Sports Secretary, V.R.I., Flinders Street. If you give me a ring on auto 2445, I will arrange for an entry form to be forwarded to you. As this is Maryborough's first venture in this sphere, I hope all you railway golfers, both metropolitan and country, give this tournament the support it deserves.

Soccer club

It is very pleasing to report that towards the end of April, a well attended meeting of railwaymen interested in soccer was held in the V.R.I., Flinders Street. As a result of the enthusiasm shown, it was decided to form a V.R.I. Soccer Club and Mr. Tom Lavoroto, Yard Assistant, Brooklyn, was elected President with Mr. D. Kovacevic, Signal Assistant, Darling, as Honorary Secretary. Any railwayman who is keen to have a game of soccer or would be willing to help in any capacity during the latter part of this season, should contact either of these officials, or ring me, on auto 2445, at the Institute. The committee would like to try out as many interested players as possible in the social games which will be arranged, so that they can formulate plans for next season, when it is hoped to have one or more teams in local competitions.

When a wise man gets the worst of it, he makes the best of it.

VICTORIAN RAILWAYS

NEWSLETTER

JULY

VR

1971

10 CENTS



VANDALS—

A COMMUNITY PROBLEM

No doubt, every Australian has at some time seen the results of vandalism—graffiti-covered walls, smashed windows and lights, damaged and defaced public areas, and the like.

A peculiarity is that the true vandal only exists in an affluent community. But affluent community or not, the vandal's effect is widely felt. He is the effluent of an affluent community.

Like most essential services, the railways are prone to vandalism because much of its equipment is in isolation. Vandal damage to trains—such as broken windows, smashed lighting, slashed seats and defaced panelling—runs to about \$100,000 in an average year.

But this makes no allowance for loss of goodwill; for passengers equate any visible damage or loss of facilities as an example of poor service from the supplier. Travellers and non-travellers alike, on seeing the results, form an unfavourable opinion not of the vandal but of the vandalised. Fair or not, this attitude is a fact of life that we must live with.

A major problem for us is when to repair the damage. Most vandalism is done under cover of darkness and in isolation—so, often the damage is not discovered until the facilities are about to be used the following morning. With trains, this gives us the position of withdrawing that train from service or running with the damage visible and withdrawing the carriage(s) at the first opportunity. We choose the latter as often as we can to keep faith by providing the scheduled trips.

But vandalism does not end with so-called petty damage. In the last six years 16 suburban train carriages have been damaged by deliberately lit fires. The cost? Over \$250,000.

Several station buildings and facilities have been wantonly fired in recent years. Replacement cost? Over \$80,000 this year alone.

Theft of non-ferrous metals is rife—and is vandalism. Telephone wires (2½ miles in one case), track and signalling fittings and other installations are regularly looted.

To cut our losses, many pure copper items have been replaced with aluminium and galvanised steel materials which has slashed their resale value.

Because a large amount of our equipment is in relatively isolated places, what can we do?

We patrol our trains and property as much as is possible.

This supervision achieves significant results, but some penalties imposed by the courts seem so trivial that it is hard to prevent disenchantment among staff. Everyone is entitled to a second chance, but excessive apparent leniency for a lout or vandal who severely damages public property is hardly likely to deter other would-be offenders.

Because of the enormity of the damage that can be done, recovering costs is almost a joke. Imagine trying to recover \$20,000 from two 15-year-olds, as happened recently. The public must bear the brunt of these actions.

Where do we go from here?

Because vandalism is a community problem, the community can—indeed, must—help.

Many a traveller or resident must at times hear vandalistic acts being carried out. A smashing spree is rarely quiet and breaking glass can be heard for quite a distance. Without risking detection themselves, these people can telephone police to check out the activities. Prompt action like this would see many more offenders caught.

It is not somebody else's problem it is everyone's.

G. F. BROWN

Dwindling patronage on Melbourne's trains and trams appears to have ended, as Victorian transport officials report an upswing in riders for the first time in 20 years.

Counts of tram passengers in St. Kilda Road for the first six months of 1971 show a substantial increase over comparable figures for 1970.

Rail passenger counts at Flinders Street and Princes Bridge stations, taken between 8 and 9 on a weekday morning, showed a count of 54,500 passengers for 1971 against 51,095 in 1968.

Victorian transport officials say it heralds the expected gradual move back to public transport in Australia as traffic congestion weakens the attractions of the private car, the *Financial Review* reported.

Minister of Transport (Mr. Vernon F. Wilcox, M.P.), said that he wasn't surprised at the trend as the problem was to move people, not cars. He added that a few years ago he had doubts on the future of trams but they were now proving their worth by moving people en masse without adding to pollution.

"I believe it is gradually dawning on the community that their ability to move from place to place, either for business or for pleasure, will be severely handicapped unless a new injection of funds is provided for public transport," Mr. Wilcox contended.

Transport officials said that the new peak period rail figures strengthen the case for Melbourne's underground rail loop.

The passenger increase on public transport is in line with forecasts from the Metropolitan Transportation Committee study made in 1964. They predicted a near to 35 per cent increase for train, tram and bus usage by 1985.

CARS LOSING TO BIKES?

America is experiencing a bicycle boom with sales up by over 200 per cent, *Time* magazine reports. The bike is seen as a pollution solution, a heart-saver for physical fitness fans, and office workers are finding that they can beat traffic congestion from a bike seat.

To keep pace with the surging demand, U.S. bike manufacturers are expecting sales of 7.5 million two-wheelers this year.

America now has 15,000 miles of bike paths including a 332-mile one from Lake Michigan to the Mississippi River. San Francisco's Golden

Gate Bridge is open to bicyclists and Washington's city officials are considering a commuter system of bike routes to the suburbs.

As *Time* says: "As concern over the environment rises, more and more Americans are expected to join the mobile chain gang".

(A simpler answer, we feel, is to provide efficient and convenient public transport — preferably electric-powered. At least wet weather travel is more pleasant.—Ed.)

WORTH QUOTING . . .

" . . . The end result is a situation in which urban passenger railways, universally recognised today as an essential part of the answer to problems of city travel and planning, receive practically no aid from the Commonwealth and are steadily going bankrupt as a result, while urban highways, universally recognised as no answer at all, receive relatively lavish Commonwealth aid . . . "

—*The Australian*, in an article that investigated problems of railways in Australia.

" . . . It is just slightly cheaper to build a freeway across a city than to build a commuter railway (underground), but the benefits are nowhere near comparable. The proposed Warringah Expressway from Sydney Harbour Bridge to Manly is expected to cost around \$95 million for nine miles of road.

" Sydney's eastern suburbs railway line, now being built on loan funds, not outright Commonwealth grant, will cost some \$85 million for seven miles of line and the (new) rolling stock to go with it.

" But at capacity, the railway can transport 30,000 people an hour and they don't need to find a car park in the city: the best an expressway can do is 2,500 an hour, and its cost covers neither the vehicles which will use it, nor the provision of parking places for them when the passengers arrive at their destination . . . "

—*The Australian*

" . . . The (American) Federal Government spent \$US 60,000 million on a nationwide network of roads. Economically, the favouring of road transport over the railways by government, both federal and state, makes little sense, but the public put convenience above economy . . .

" . . . As more and more people turn to the most uneconomical form of transportation, the automobile, and as public funds are spent on roads rather than mass transport

facilities, local trains and buses become fewer, dirtier and more expensive to operate."

—*The Herald*, 11.5.71, reporting the withdrawal of most U.S. intercity passenger trains.

" . . . Car owners should have to pay from \$1 to \$3 an hour for bringing their vehicles into the city . . . this would help bring home the realities in favour of public transport.

"Space is a scarce resource in any modern city and should be charged for.

"Even if the cost of owning and operating vehicles were removed, buses and trains are a cheaper method of moving people in cities . . . "

—*Dr. D. B. Davidson*, senior lecturer in Sydney University's department of agriculture economics, as reported in *"The Age"*, 12.5.71.

" . . . It is inevitable that parking fees will go up.

"I think that in 10 years most of our main roads will be bumper to bumper almost all day and eventually many motorists will be forced into using public transport . . . "

—*Councillor Daley*, Chairman, Melbourne City Council's public works and traffic committee, replying to *Dr. D. B. Davidson's* comments, *"The Herald"*, 12.5.71.

EASY WHEN YOU KNOW HOW

How do you mount a project that involves:

- The continual involvement of 110 people for five days and four nights;
- The serving of 1,300 meals;
- The completion of visits to seven industrial establishments;
- Inspections of two national parks and game reserves;
- The transportation of 92 children with eight leaders a distance of 425 miles;
- Miscellaneous other inspections of seven major Victorian country towns, including a Civic Reception, mayoral robes and all?

The answer: You just put it in train!

This is what the Rotary Club of Essendon did during the 1970 August school holidays.

—*"Rotary Down Under"*, November 1970.

(The running of special "Trains of Knowledge" for schools has grown in popularity to such an extent that the programme is now heavily booked until April, 1972, with bookings up to December, 1973—Ed.)

GO MAN GO

Following performance trials of the new Portland-Ararat rail car, time-tables for the line were again speeded up before their introduction on June 28.

First proposed time-tables cut the 7 hours 10 minutes journey to 6 hours 28 minutes; the new schedules slashed another 55 minutes from the times to make the Portland-Melbourne trip now 5 hours 33 minutes.

The evening return service from Melbourne is 50 minutes faster than previously announced, and now reaches Portland at 10.50 p.m.

The rail car travels at up to 70 m.p.h. between Ararat and Portland.

Time-table changes on the line to Horsham have speeded trains on that line, too. The morning train from Melbourne—8.17 instead of 9.10—travels to Horsham 18 minutes faster, and the evening train—4.55—has cut 35 minutes from the 203-mile trip compared with the former 1.30 p.m. train.

Warracknabeal and Hopetoun line passengers also get a day return service to Melbourne two days a week.

Several smaller stations with negligible passenger traffic have been eliminated from the schedules.

FRONT COVER

Each autumn, before the icy blasts of winter chill the State, the Newport Workshops' garden puts on a defiant display of colour before lapsing into three months of bleakness.

On a fine day, the gardens need only an attractive gull to complete the picture of a haven from the heavy industry spread over the 130-acre workshops.

And that's just the picture pretty 19-year-old Stores Branch typist Pat Mitaniou completed when *News Letter* called.



A dietitian, having difficulty obtaining goats' milk, recently phoned the Commercial Branch seeking help. She had remembered that about 12 months earlier the Railways ran an advertisement: *Goats' milk goes by train.*

It was just one of the many cases the Railways have to prove that the *go by* advertisements have high readership and recall.

Ray's Plum Puddings was virtually a husband and wife business making traditional plum puddings in the cloth for about three months prior to Christmas. Every pudding went by train from Moonee Ponds station, because, as proprietor Mr. Carter said: "It would cost me more to have a man waiting at traffic lights than it does to use rail".

Business up 60 per cent

Following a railway advertisement and subsequent stories, which resulted in a television appearance, the pudding business increased by 15 per cent, later going up by 60 per cent. The day our advertisement appeared, a single 2-ton order was placed. Because the firm uses only rail transport, our business from the Rays increased by a similar percentage, too.

Merri Creek soil, railed from Broadmeadows for making cricket pitches in country areas, brought an almost embarrassing response.

Some weeks after the advertisement appeared, another consignor of this type of soil drove into Melbourne Goods Depot with a truck load of soil for despatch to Gippsland. He had made no prior arrangements with the Railways and the area was not readily equipped to handle such a consignment at that time.

However, in typical fashion, railway staff made rushed arrangements and in no time the soil was in a wagon and the Railways had won another friend. Later consignments were railed to Western Australia.

Vari-coloured mice from Dunkeld interested a man from New South Wales who phoned to ask how he could obtain some.

Grape vine leaves are railed from Irymple. Europeans claim they add flavour when wrapped around certain foods before cooking. No sooner had the advertisement appeared than our Commercial Branch had a call from a South Melbourne fishmonger; he had been trying to obtain supplies for years.

"Never make a profit"

The beach buggy bodies advertisement brought a letter from a reader in South Australia saying we'd never make a profit at the rates we charged for this freight.

A man who traps tortoises in Gippsland and rails them to Melbourne for pet shops had an extension of business when the Railways advertisement brought orders from Geelong and Sydney.

Inquiries have come also from people seeking other commodities featured in the advertisements—strawberry plants, Murray cod, boomerangs, stage scenery and many more.

Requests have come, too, from industries, to use their particular products in our advertising.

Although the Commercial Branch reports many inquiries from the "go by" series, it is not possible to ascertain the response to stationmasters, or the amount of extra business resulting from these advertisements.

This advertising, which started over four years ago, was planned to build up the image of the Railways—as an organization specializing in transport, capable of efficiently handling a seemingly endless variety of commodities of all shapes and sizes, many involved with the very existence of the people of Victoria; it was basically public relations advertising.

Unusual

People, generally, do not buy newspapers to read advertisements, so any advertisement must invite reading.

With this in mind, the unusual has always been sought for the *go bys*—such as sea-weed, false teeth, witchetty grubs, live fish, tortoises, cricket pitches, hymn books, mushrooms, X-ray films, boomerangs, eels, mice, a crocodile, worms. But the day-to-day movements of grain, superphosphate, canned fruits, carbon black, oxygen, cement, petrol, wool, prams and people have not been overlooked. Already, nearly 250 different subjects have been featured in the series, which appears each Wednesday in *The Age*, *The Australian*, *The Financial Review*, *The Herald* and *The Sun*. A selection is shortly to be issued in pamphlet form.

The advertisements were conceived by the Chairman, Public Relations and Betterment Board, Mr. Harry Hauptmann, who also created the *Be a brain* series which is still being recalled 10 years after its campaign ended.

Their weekly production is a team effort, with Publicity Artist Clive Trewin, who designed the original layout, Publicity Writer Kevin Baker, who digs out the commodities carried and writes the copy, and other V.R. staff.

Tip off

Much of the credit for the popularity of the advertisements goes to members of the Traffic and Commercial Branches, particularly the man on the spot, who tips off Mr. Baker when some unusual goods are consigned, sending him to all parts of the State.

This subsequent contact with customers getting the details needed and approval to use the sender's name or business, generated goodwill, too.

At the foot of each advertisement is a *hard sell* tag, usually based on the type of commodity featured, varying from fragile articles, meeting dead-

lines, private sidings, special wagons, party travel, and so on. Generally there is a phone number to ring—in most cases a Commercial Agent—but mentioned also is contact with the local stationmaster, giving him his

rightful position—THE railway expert in each town.

It is interesting to note that this style of advertising has been adopted by other carriers.



Writer Kevin Baker (left) and Artist Clive Trewin (right) discuss the layout of a coming advertisement with series originator Harry Hauptmann

QUOTABLE QUOTES . . . CUSTOMERS SAY

" . . . I get the feeling that a lot of people are interested in the railways as a mode of transport only to see that they are around the place in case road transport operators take the community for a ride . . .

" . . . When talking of efficiency we normally talk about a situation where there is equality of circumstances.

"But in this situation there is no equality. The question is why shouldn't road transport pay for its permanent way—the road—the policing of it, and so on, as the railways do.

"Unless the road operators do, there is no basis for free competition.

"If they did have to pay for roads, etc., their freight rates would not be quite so favourable as they are now . . ."

" . . . It is a point of interest that the railwaymen are aware that there is no status quo situation, and are prepared to face up to change . . ."

—Sir Henry Bland, the Board of Inquiry into land transport in Victoria, commenting at Bendigo, "Bendigo Advertiser", May 6, 1971.

" . . . Because there are four or five carriers in the Heathcote area they have reduced (their wool rate) to \$1 (a bale) because of competition, but they are not happy about it.

"However, we hear much about wool and we don't hear much about superphosphate because we charge a very cheap rate.

"When the Heathcote railway line closed, the rail charge for superphosphate was \$2.30 a ton from Melbourne.

"The road charge is now \$4 a ton.

"They have jacked up the super. rate and reduced wool—and balanced their budget . . ."

—Mr. J. Lade Victorian Railways Commissioners Representative, to the Board of Inquiry at Bendigo, May 6, 1971

" . . . We are in fact admirably served by the Railways in this city. The railwaymen are courteous and efficient, and they are our friends and neighbours in a very real way . . ."

—Mayor of Bendigo, Councillor N. J. Oliver, reported by Bendigo Advertiser, May 15, 1971.

Orbost

" . . . I, with many others, inspected the railway a few days after the flooding receded and was amazed at the devastation and amount of debris. We scoffed when told trains would run in three weeks, we expected three months.

Your works supervisor, Mr. Don Taylor, who worked tirelessly for very long hours, was a credit to himself both on and off the job, and his personal effort did a lot to restore faith in an organization which is prone to "knocking".

Would you please convey to all concerned the appreciation of myself and other townspeople for a wonderful job . . .

—L. G. Morrison, Managing Director, Hydro Motors Pty. Ltd., Orbost, writing to the Commissioners

Left at wrong station

" . . . thank you for your kindness (Goods Trucker W. M. Le Brun) in driving my son from Golden Square to Bendigo after he alighted at the wrong station . . .

—(Mrs.) Margaret Spurr, Essendon, writing to the stationmaster at Golden Square

Melbourne's \$80 million underground rail loop project is under way. On June 22, the Minister of Transport (the Hon. Vernon F. Wilcox, M.P.) officiated at a ceremony to mark the start of excavating.

BUILDING MELBOURNE'S UNDERGROUND

Construction and financing of Melbourne's Underground will be controlled and co-ordinated by the Melbourne Underground Rail Loop Authority, MURLA.

How the Railways will fit in with MURLA and what work is to be done, was recently detailed to senior Railways' administrative staff. Here is what they were told.

Those who think that, because an authority has been set up for the works, the Railways won't be greatly involved, are wrong; 28 per cent of the total money—\$22.6 million—will be spent on railway property in providing access to the tunnels and the re-arrangement of tracks and altered signalling necessary to integrate the loop into the metropolitan system.

As MURLA is the controlling body, any work done by railwaymen for the underground project will be done at the direction and discretion of MURLA. The Railways are, in effect, working for MURLA until the project is completed, when operations and maintenance will be handed over to the V.R.

Naturally, because of their experience in this complex work, much of the work to be undertaken on railway property will be planned and executed by railway staff.

MURLA will decide the division of work between contractors and



The Minister of Transport, The Hon. Vernon F. Wilcox, M.P., transports the first sod to a waiting truck.

railwaymen. Its technical staff will be about six to eight—an executive group to control and co-ordinate the execution of the whole of the planning and construction by use of consultants, contractors and the Department.

Consultant

An overall consultant will be appointed to design and supervise all underground works, including stations, and prepare estimates, schedules and control procedures as well as provide management services for all work, including that done by railwaymen.

Preparing schedules (and priorities) will need close liaison with Railways engineers because of the complexity of the trackwork alterations necessary for the underground approaches.

Eventually, MURLA will set priorities and budgets for the work stages.

Construction methods

Although methods have not been definitely decided on, much of the area east of William Street appears suitable for tunnel boring techniques. Up to 500 ft. a week can be expected in some areas. Tunnelling is expected to be carried out from both ends.

Two of the stations, Museum and Flagstaff (names subject to confirmation by the Place Names Committee), will, most likely, be built by cut and cover methods, but Parliament station may be built completely underground.

Internal diameter of the tunnels will be about 21 ft. which gives room for double-deck trains at a later date.

A major problem, yet to be overcome, is that of noise in the tunnels. Efforts will be made to reduce noise to acceptable levels.

Underground working

The underground system will

integrate with Melbourne's metropolitan network by operating around the city perimeter, and connecting with the existing surface system near Spring Street at the eastern end, and La Trobe Street at the western end. This principle was arrived at in 1960 by a committee convened in 1959 by the late Sir Arthur Warner, then Minister of Transport.



The Minister of Transport (centre) swaps words with RACV President, Mr. L. M. Perrott (right) and the Lord Mayor of Melbourne, Cr. E. Best.

The Melbourne Underground Rail Loop Act 1970 provides for a four track system.

To achieve the maximum capacity from the whole system, it is proposed that the loops be worked as follows:

- Each group of lines will be self-contained and operate as an independent system. By keeping trains in groups, according to lines, more efficient working can be achieved by each line's trains meeting its own frequency needs instead of attempting to mix with trains

on other lines.

- Passenger interchange facilities will be provided between trains for the underground and trains going direct to Flinders Street and/or Spencer Street, without passengers having to change platforms if possible.
- Burnley, Caulfield and Clifton Hill group trains that will be routed via the underground, will run in an anti-clockwise direction (through the loop, then to Flinders Street) in the morning peak, and in the reverse in the evening peak. Some Sandringham trains will also have access to the underground via the Caulfield loop. Newport, St. Albans, Essendon and Coburg line trains will operate through the loop in the opposite direction to trains from the eastern suburbs; i.e. clockwise in the morning peak and anti-clockwise in the evening.
- Conflicting train movements will be eliminated as far as practicable by the use of flyovers.
- Preference for using the loop will be given to express trains. Express trains are usually heavily loaded and are the longest distance trains on each group of lines.

Plans show that each group of lines has access to only one tunnel around the city loop. Trains from the western and northern suburbs share one tunnel, while the Sandringham and Caulfield lines share one



Railways officers responsible for the planning and execution of the rampwork assemble at the ceremony. They are (left to right) Assistant Chief Civil Engineer, Mr. L. McCallum; Engineer of Special Works, Mr. N. Donnelly; Chairman of Commissioners, Mr. G. F. Brown; Minister of Transport, Mr. V. Wilcox; Deputy Chief Engineer of the Railway Construction Board, Mr. G. Bennett, and General Manager and Chief Engineer of the Railway Construction Board and Chief Engineer of MURLA, Mr. F. Watson. Far right is Melbourne's Lord Mayor.

from the eastern end. There is provision for continuous circular operation around the city by using the Clifton Hill loop.

There will be four single track tunnels on two levels, with two tunnels on each level. Each line will be signalled for two-way operation and for a 90-second headway.

Railway role

Apart from the obvious task of re-spacing tracks to get room to build the tunnels and ramps, much track re-arrangement will be involved to achieve the new layouts in the Flinders Street yard area and at Spencer Street where three additional suburban platforms will be provided.

Metropolitan tracks

The program calls for additional tracks on many lines approaching Melbourne, see *News Letter*, February 1970, pp. 24-25. These additional tracks are needed to meet increased patronage; the underground will enable many more trains to run at peak times as well as distributing passengers around the city, instead of concentrating them at one major station.

The underground project is broadly between North Melbourne and Richmond stations.

Flyovers

To eliminate conflicting moves, flyovers will be provided. A Burnley group flyover, to carry down stopping trains over the up and down fast lines at Richmond, is nearing completion; later, after completing the loop, a similar flyover will be built for the Caulfield group.

Connections to the underground sections of the loops will be made by ramps and underpasses.

Final plans, when traffic builds up, call for two flyovers at Caulfield to



From the step of an excavating machine, MURLA Chairman, Mr. R. B. Roscoe, addresses the gathering at the ceremony to mark the start of the first ramp for the Melbourne underground. Standing beside him are (left to right) MURLA member and SEC Commissioner, Mr. T. P. Scott, Minister of Transport Mr. Wilcox; and Melbourne's Lord Mayor, Councillor Best.

segregate Dandenong and Frankston line trains and for an underpass arrangement at Jolimont for Clifton Hill and Doncaster line trains to get to and from the city loop.

Ramps and portals

Each of the ramps will have a descending grade of about 1 in 40 to reach the correct level. This means that the ramps will be between 800 and 1,000 ft. long.

At North Melbourne, the ramps will be between the standard gauge flyover and Dudley Street; at Spencer Street, they will start immediately at the western end of the platforms; in Flinders Street yard the ramps will start off the end of Nos. 1 east and 5 platforms; the Burnley group ramp will be in the vicinity of E Box (near the Melbourne Cricket Ground), and the Sandringham and Caulfield ramps will start about half-way between Richmond platforms and E Box.

Altered platforms

To handle the greatly increased passenger flow expected, platform changes will be necessary at some of the stations.

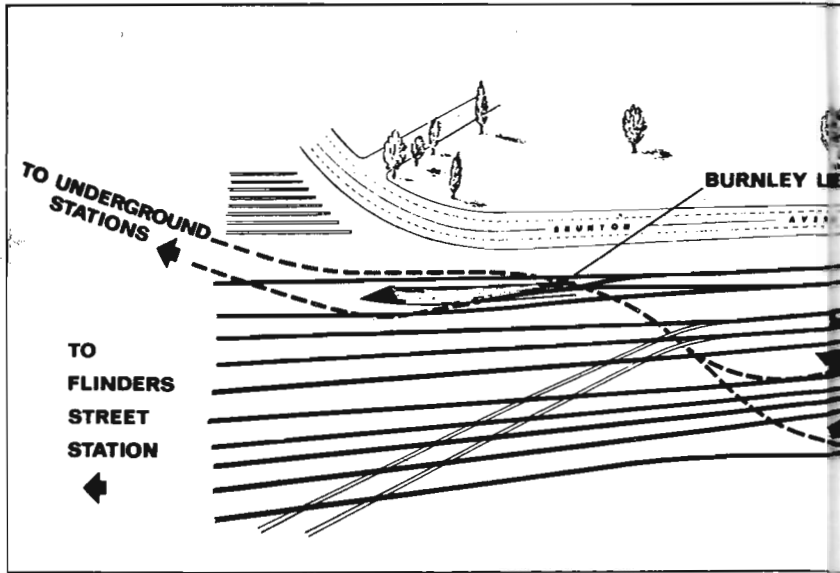
At *Spencer Street*, country platforms Nos. 9 and 10 will be made into an island platform for Burnley and Clifton Hill group trains using the underground. Platform No. 8 may also be used as a suburban platform. Platforms Nos. 12 and 13 will handle Caulfield and Sandringham line trains to and from the underground.

As the project continues, platforms at *Flinders Street* will be re-allocated.

When the re-organization is completed, platform usage is expected to be :

- No. 1 east and centre will be for Clifton Hill (and later, Doncaster) group trains that will use the underground loop,

- Nos. 2 to 5 will handle Burnley group trains,



Plan of the eastern section of

- No. 6 will have northern group trains (St. Albans, Coburg, Newport, and Essendon lines), to or from the underground,

- Nos. 7 to 9 will be for the Caulfield group,

- Nos. 8 and 9 will also have trains for the northern group that will not run through the underground,

- No. 10 will be shared by Port Melbourne, Sandringham and St. Kilda line trains; largely a through service, Sandringham and St. Kilda trains will also use No. 11 north,

- A new platform, No. 11 south, could be built over the river bank.

- No. 10 east platform will be used for some Caulfield group trains.

- Nos. 12, 13, will also be used by Clifton Hill (and later, Doncaster) group trains.

Platforms 1 to 7 will have regular services to the underground loop.

Viaduct

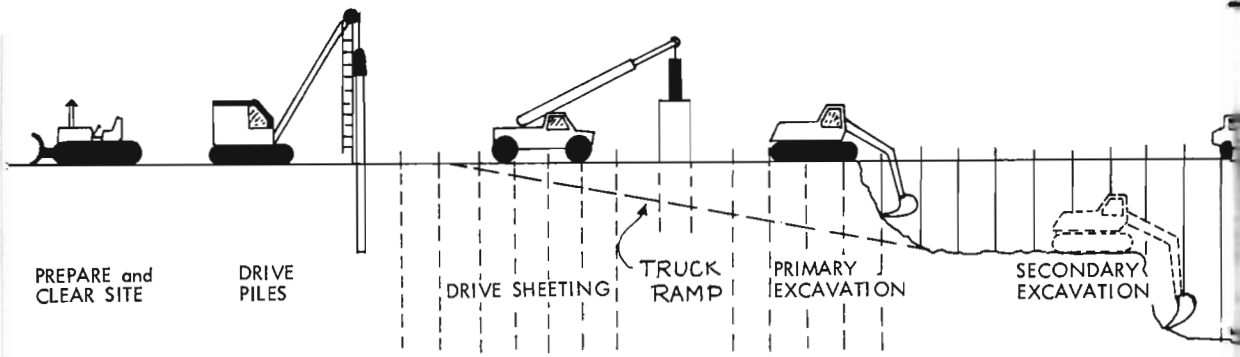
The viaduct between Queen Street and Spencer Street will be widened to take two extra tracks on the southern side. The existing tracks (north and south viaduct lines) will become the loop lines and will be re-signalled for two-way operation, but the new lines will be for up and down through working.

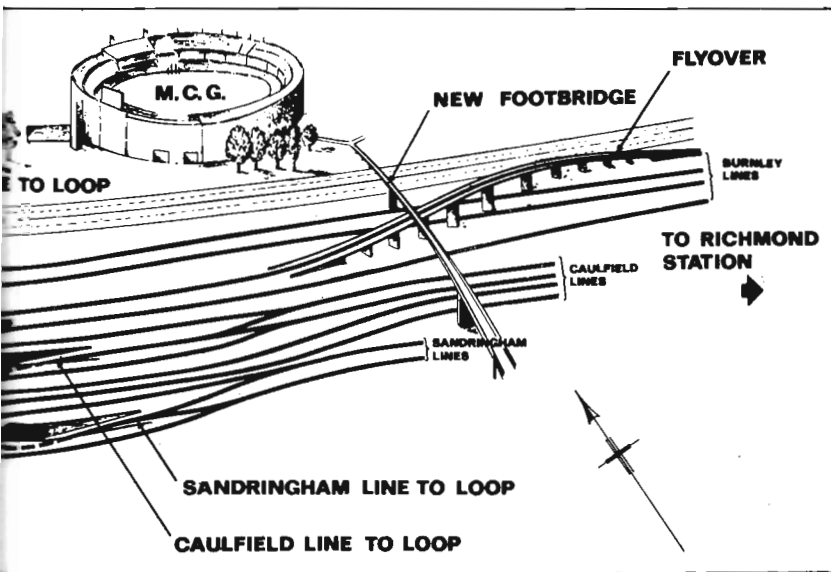
Viaduct Junction will be re-arranged, as will the area near Flinders Street A Box, where operations to and from the viaduct will be simplified by channelling trains to segregated lines.

Signalling and yard re-arrangement

Alterations to the signalling and trackwork can only be classed as major. An example of this can be gauged from the proposed re-arrangement of Jolimont Junction (E Box) from its present series of crossovers

OPEN CUT EXCAVATION





Melbourne's underground railway.

The enlarged viaduct is expected to be worked as follows :

Present track	Present use	Will become
Up north	Coburg and Footscray lines	Clifton Hill group (Reservoir and Heidelberg)
Down north	Coburg and Footscray lines	Burnley group (Ringwood, Glen Waverley and Alamein)
Up south	Essendon line (mainly)	Northern group (Coburg, Essendon, St. Albans and Newport)
Down south	Essendon line	Caulfield group and some Sandringham trains
		New lines—up and down through working for trains running through North Melbourne.

to one ladder road from the slow Burnley lines to the goods roads, with compounds giving connections to and from all roads it crosses.

C signal box, off the end of Nos. 4 and 5 platforms, will eventually disappear; with the enormous amount of alterations planned for the other city-area signal boxes, consideration can

be given to consolidating them all into one modern signalling centre.

Such a signalling centre could control all trains between Footscray and Caulfield, as well as all movements in the yard areas.

Stages

Although priorities will be determined by MURLA after liaison with

the Railways, the planned works for railway property have been tentatively grouped into likely stages.

Railwaymen are adept at this type of work. Our two greatest projects to date—the standard gauge and the Melbourne Goods Terminal rearrangement—were masterpieces of staging work, but the underground project will be even more intricate in its staging.

As an example, more than 20 stages will be necessary at E Box—just one of many work points—whereas the entire Melbourne Hump Yard project involved 37 stages.

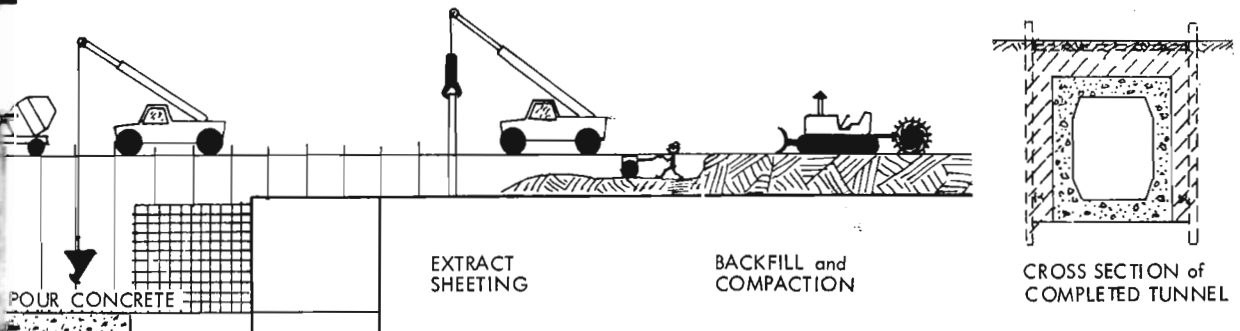
The problems involved in carrying out this work while handling peak hour commuter trains through the work points are obvious.

The likely stages are:

- 1 *Richmond*—Flyover for Burnley group trains (in progress).
- 2 *E Box-Richmond*—track rearrangement to get space for ramps to underground section of loops for Burnley, Caulfield and Sandringham lines (partly completed).
- 3 *Jolimont Yard*—removal of long siding used for transfer movements and sporting specials, and providing a connection from the Camberwell and Oakleigh sidings to the main lines (completed). Ramps and underpasses to be built for the Burnley and Caulfield groups under the carriage sidings (in progress).
- 4 *Flinders Street*—extra track-work near C signal box for four track working on the Burnley group of lines. Fast roads (old country lines) will have optional arrival to platforms Nos. 2 to 4, while the slow roads will have optional arrival to platforms Nos. 3 to 5.

Initially, No. 1 centre platform will be for country trains with No. 1 east platform used for city

TION WORK FLOW



circle and Clifton Hill group trains. Northern loop will be connected to the underground from Nos. 5 and 6 platforms.

B Box re-arrangement will only be needed in the final stage when it becomes necessary to connect the race lines to No. 10 platform.

- 5 *Flinders Street—Spencer Street* (a) existing four tracks on the viaduct will become loop lines signalled two-ways, (b) two additional viaduct tracks, on the southern side, will be provided, signalled for up and down working.
- 6 *Princes Bridge*—grade separated connection of the city circle and re-arrangement of the approaches to the platforms.
- 7 *Jolimont*—connect Clifton Hill line to underground loop at city end of platforms. The loop line will pass under Wellington Pde. and the Treasury Gardens.
- 8 *Viaduct Junction—Spencer St.* altered connection to goods yard.
- 9 *Spencer Street*—junction of northern group lines to Spencer Street station platforms.
- 10 *La Trobe Street—Spencer Street*

connection of Burnley, Caulfield, Clifton Hill and city circle lines. Convert Nos. 9 and 10 platforms to an island platform. Double ramp for Clifton Hill and Burnley group lines to underground loop.

- 11 *North Melbourne—La Trobe Street*—connection of northern group loop by ramps from the north and centre suburban lines.
- 12 *North Melbourne—Macaulay*—daytime stabling for 10 trains and additional units in lieu of sidings removed from Flinders St. during building of ramps.

After the underground

- 13 *Flinders Street*—A Box re-arrangement. Extra platform at No. 11 south. Platforms Nos. 4 to 7 to be connected to extra south viaduct roads.
- 14 *North Melbourne*—new stabling area at Spion Kop.
- 15 *Jolimont*—grade separation of Clifton Hill group connection to underground. Third track to Clifton Hill.
- 16 *Victoria Park—Doncaster*—new line.
- 17 *South Kensington—Footscray* — two extra tracks, with duplica-

tion of Maribyrnong River bridge. With the heavy traffic on this line, it may be necessary to do this work much earlier.

- 18 *Footscray*—four track junction.
- 19 *Richmond*—grade separation of Caulfield lines at city end of Richmond.
- 20 *Caulfield*—flyover to eliminate cross moves at Caulfield.

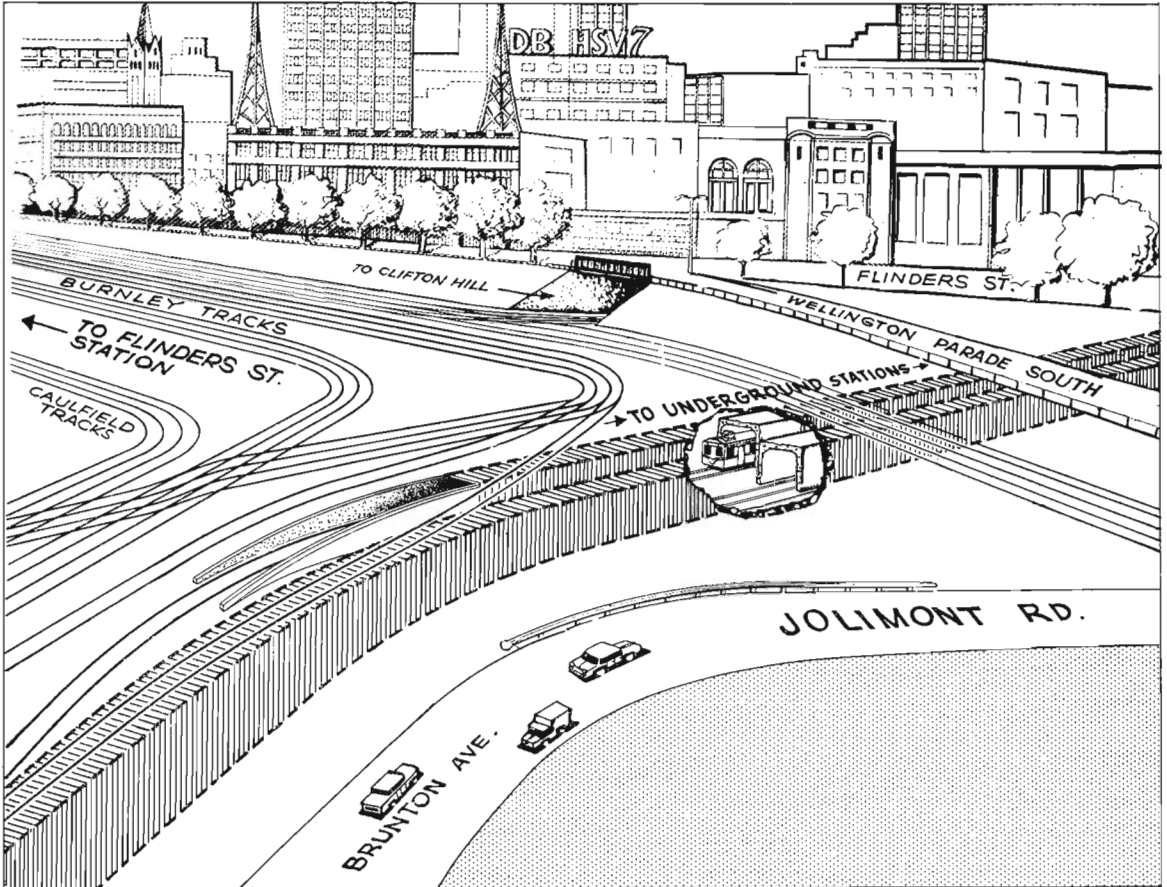
Stage numbers do not indicate priority.

Seven year job

Completion of the rail loop and associated works within seven years was envisaged. As this figure was used when the levy on passengers was started back in January, half of the first year has already gone.

The magnitude of the works on railway property is now evident—but, to railwaymen, size is rarely an insurmountable problem. We've tackled big jobs before and come out on top, impressing many people with the way essential services have been maintained throughout the building time.

Melbourne's underground loop will be no different.



Connections of the Burnley group and Caulfield-Sandringham group rail tracks to the underground.

LINES FROM OTHER LINES

PATCO ON SUCCESS PATH

Philadelphia's 14½-mile rapid transit line, opened early in 1969, "has demonstrably relieved highway congestion in its corridor", *Railway Age* reports. It also claimed that "the clamour for extensions comes from nearly every community not now served".

Line operators, Port Authority Transit Corporation (PATCO), claim that it operates the finest transit service in the world.

All of its trains are new and fully air-conditioned; seating is not arranged to suit standees; all stations are fully air-conditioned and all passengers on platforms can be sheltered; each of its seven suburban stations are near major highways and almost 8,000 car parking spaces are provided; and, overall speed is high—limited-stop trains average 46 m.p.h.

Train operation is largely automatic, with direct operating labour kept to a minimum. Trains of all lengths have one-man crews, and the line has an automated fare collection system. Each fare machine must handle 400 transactions an hour.

The automatic train operation system (ATO) is superior to manual operation, the Authority claims.

Under tests, trains required 1½ minutes longer with manual control, but, all trains can revert to manual operation if needed.

An example of the speed of the new line is that trains average 66 m.p.h. between two stations 3.2 miles apart. Maximum speed is 75 m.p.h.

From 6.1 million riders in 1969, the line expects to top 10 million this year.

As more parking has been made available, more passengers have used the trains. Of the 8,000 car spaces provided, about half are free, and in an effort to improve off-peak use, pay-parking areas become free after 10 a.m. This has resulted in a 10 per cent rise in usage.

PATCO's line is the first stage of a 17-year, \$US194.9 million rapid transit building program.

90 M.P.H. RAILCARS FOR KALGOORLIE



Because the rail cars are too wide for some of the tunnels on the Blue Mountains, they were taken by low loader to Parkes, and put onto rail there.

(Photograph : New South Wales Railways)

CENTENARY

The first railway in Western Australia was built by the Ballarat Timber Company. Its first train ran on June 1, 1871, from Lockeville in the south-west of the State through 12 miles of jarrah forest to Yokonup.

Although the line no longer exists the centenary was commemorated on June 6 by the running of a "Vintage train" from Bunbury to Busselton.

The first Government line was built in 1874 from Geraldton, about 300 miles north of Perth, to Northampton. It, too, no longer exists.

Later this year, 87-ft.-long stainless steel rail cars will start a high speed service between Perth and Kalgoorlie.

Claimed to be the longest and fastest rail cars of this type in the world, the cars are designed to cruise at about 80 m.p.h., with a top speed of about 90 m.p.h. They should cover the 407-mile journey between Perth and Kalgoorlie in 7½ hours.

The rail cars have a luxury interior, are fully air-conditioned and will feature an airline style meal service.

Five power cars and three trailers have been built by Commonwealth Engineering under a contract worth approximately \$2 million. Each power car has two 375 h.p. M.A.N. diesels and hydraulic drive.

55 years with railways

A 55-year working association with the V.R. ended in early June when Bendigo Refreshment Rooms' Manager, Mr. W. J. (Jim) Wyatt, retired.

Mr. Wyatt's career was notable in many ways; he did not join the railways, he started working on stations while still at school, and he was injured during the disastrous fire at Bendigo station in 1965.

It was 1916 when Jim Wyatt started selling newspapers on Flinders Street station after school for 75 cents a week. If he put in morning work too—starting at 6—he got another 50 cents each week.

This early railway association was a forerunner of things to come. When he left school, Jim got a job at a railway station bookstall, then controlled by Gordon and Gotch. In 1919, with bookstall business lapsed up for renewal, Hutchinsons Ltd. successfully gained the business—and Mr. Wyatt.

Gordon and Gotch made a reverse takeover in 1924 when one of their top men, Mr. E. J. Letcher, left them to form the bookstalls division of the Railways Refreshment Services Branch. Hutchinsons' staff was taken over—they did not join.

Mr. Wyatt was the last survivor in the Railways of the taken-over staff.

Made a Refreshment Room Manager in 1943, he managed rooms at Ouyen, Ararat, Warragul and, for the last 18 years, Bendigo.

The Bendigo station fire in 1965 put Mr. Wyatt in hospital overnight with shock and a back injury that has plagued him since. During the height of the fire, he, and other railwaymen, made repeated trips past flames on the station roof to get stores out of his flat.

Mr. Wyatt hurt his back, but carried on helping until police barred access to the building.

Working around bars has had its moments. Mr. Wyatt recalled that at Ouyen he once had to separate two men who had drawn knives during a fight, and at Ararat a man tried to jump the counter after being refused service because of his condition. He was escorted from the room while

threatening to return. Some weeks later he did—but to everybody's surprise, apologised profusely for his behaviour.

Mr. Wyatt has settled in Bendigo with his wife, who also helped in the RRR. He has been president of the Railway Tennis Club, Bendigo's leading tennis group for many years.

His retirement plans are simple: "I'll take a good long rest and then consider what I should do next".

Not Mr. Brown

Every time the identidummy photograph of Qantas swindler Mr. Brown appears, Commercial Agent Reg Carnell dreads going home by train. For many passengers take two, three . . . and more . . . looks at him.

"I'm anticipating some zealous citizen will accuse me of being the Mr. Brown," he said apprehensively.

"When I walk along the street, I am conscious of many people comparing me with Mr. Brown's description. I half expect someone to try and arrest me. It's only my lighter hair colour that saves me, I think," he added.

No doubt, many other people throughout Australia feel self-conscious of a similarity in appearance to the wanted Mr. Brown. And Reg knows just how they feel.

And where was he on the day the robbery took place?

In tiny Culgoa, population about 180, 217 miles north-west of Melbourne. If that isn't the perfect alibi, what is?

At least, that's what he says.



Mr. Carnell, not Qantas' Mr. Brown.

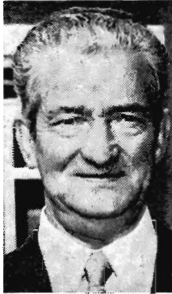


The real Mr. Brown, according to the police identidummy.

Foreman's rep. retires

Popular Pat O'Shea, wheel shop foreman at Newport Workshops, retired on June 16 to the well-wishes of many workmates.

Except for six months at the machine shop at Jolimont, Pat's 48-year V.R. career was spent at Newport. Joining as a lad labourer in 1921, he was office boy for the machinery and foundry shops before taking an apprenticeship in 1923. Another apprentice in that intake was the present Chairman of Commissioners Mr. G. F. Brown.



Mr. O'Shea

Having been in foreman grades since early 1940's, it was fitting that Mr. O'Shea was made the foremen's representative on the foremen's classification committee on 1963.

Greatly interested in the welfare of his fellow workers, he founded the Newport Workshops Welfare Club—and was president when he retired; he was also president of the Workshops Social Club, and had been the president of the foreman's section of the A.T.O.F. at Newport since 1963.

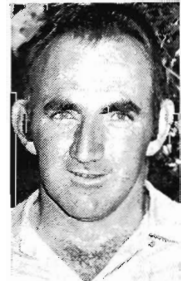
Pat and his wife are leaving on a world trip next February and hope to meet their daughter in London, where she has been living for some time.

Bananas, birds and football

Mildura goods trucker Fred Field's hobby is birds. And he has as aviary of 180 birds to prove it. Among the 40 different species are budgerigars, cockatoos, cockatiels, rainbow lorikeets, blue bonnets and barrabands.

Mr. Field successfully crossed an Adelaide Rosella with an eastern type to perform what was regarded as an almost impossible feat. "I have three young hybrids to show for it," he added.

Another unusual feature at Mr. Field's home is banana trees—some with fruit.



Mr. Field

Mr. Field played 200 football games with Mildura Imperials, mostly in the ruck; today he is a trainer, and coach of the under-18 team.

His remaining spare time is given over to rabbiting with his three sons.

"I take along ferrets and some 18 in. long cylindrical wire nets—my own invention, made from 1 in. gauge fowl wire—which are placed down the burrow", Mr. Field explained. "With the aid of the ferret, the rabbits are trapped in a cage which merely has to be lifted out."

He has been with the railways at Mildura for 12 years. His wife was a waitress on the former *Mildura Sunlight*, which was where they met.

No crocodiles

Another loss to Newport Workshops during June was slater Bill Rowlands. Just three months short of 50 years service, Bill's railway career had always related to rooftops.

His career took him to roofs throughout the State, repairing broken tiles and slates. It was suggested to Bill that tiles and slates would be just about finished on the railways, but he shot back: "There are probably more buildings with these roofing materials than others."

"Most Flinders Street signal boxes have slate roofs, as do many of the larger stations; many other stations have tile roofs," he quickly pointed out.

"Slates can last an extraordinarily long time now," he claimed, "because of the use of copper nails instead of zinc. Zinc nails rust and let slates slip."

Bill recalled that the V.R. once had six slaters and foreman slaters; now they have one.

But Bill's interest didn't end there—his feat of travelling 600 miles along the River Murray from Balranald to Mildura in a 12 ft. open boat about 25 years ago is worth recalling.

His wife, two children and the family dog accompanied him on the epic voyage. The family camped overnight on the river bank. The trip nearly had a tragic ending though, when a property owner underestimated the remaining distance to Mildura by about 100 miles. They ran out of food, and, but for sighting a nearby farm which gave them the necessary food, they could have perished. As their boat could cover only about 40 miles a day, they would

have been on the river another 2½ days at least, before reaching the outskirts of Mildura.

"The problem was seeing where houses were, for from the river you couldn't see over the bank and into the adjoining paddocks," Mr. Rowlands recalled.

Mr. Rowlands is a keen fisherman and shooter. His biggest catch was a 50-lb. Murray Cod. Like all fishermen, there was a bigger one that got away; it "straightened a ¾ in. thick hook."

In his retirement, he intends to prove to the Queenslanders that Victorians are better hunters than the men from the north, but admits that after looking at crocodile country around the Daintree River (north of Cairns) that crocodile hunting will not be for him.

Hot reception

Assistant stationmaster Sam Keown almost received a baptism by fire when transferred to Lara. He had been at the station only one month when the devastating January 1969 fires seared the district.



Mr. Keown

He had been at Springhurst for six years before transferring to Lara. Previously he had six years at Elmore and a time in train control in Melbourne.

A keen sportsman, he plays cricket for Lara. At Elmore he topped the batting averages once and won the bowling averages twice. His highest score was 110.

A broken ankle while playing football with Rutherglen prematurely ended his football days.

While at Elmore, Mr. Keown was a member of the inaugural committee formed to raise money to build a swimming pool.

"Unfortunately, I was transferred before the pool opened, but the money was there," he added.

Mr. Keown finds Lara quite a busy station, and is a member of a three man team of two assistant stationmasters and a stationmaster.

"There are three shifts at Lara to handle the daily average of between

65 and 80 trains. The automatic track control on this section really earns its keep."

Railway family



Father Jim Adamson (left) and son Kelvin untie a tarpaulin of a wagon at St. Arnaud.

No doubt, there are many fathers working at the same location with another member of their family. One of these combinations is at St. Arnaud where father Jim Adamson has been a shedman for 21 years. His son Kelvin is also at St. Arnaud as a yard assistant.

In addition, Mr. Adamson senior has a brother, a repairer, at Guildford and a brother-in-law a relieving assistant Stationmaster in Melbourne. Two sisters were station assistants in Melbourne before marriage, and Mr. Adamson's father was a ganger at Sutherland.

Son Kelvin is a top tennis player at St. Arnaud where he won the B grade lawn singles championship last season. He also excels at football on a half back flank for St. Arnaud, in the North Central competition.

"Machinery and wool are big business for us at St. Arnaud," Mr. Adamson senior said. "About 7,000 bales of wool are expected to be railed this season."

Mr. Adamson added that St. Arnaud had an ideal goods train service. "Freight leaving Melbourne at night is at St. Arnaud next morning," he said.

World signalling study

Mr. Alan Irving, who replaced Mr. K. Cousin as Signal and Telegraph Engineer earlier this month, left on July 8 for a 10-week tour of Europe, North America, Japan and England, to study the latest developments in railway signalling.

Signalling techniques for underground railways will receive close scrutiny from Mr. Irving who has been associated with V.R. signalling since 1944.

One of a kind

A 45-year career with plans and blueprints is the record of the V.R.'s only plan mounter, Mr. Bert Doyle.

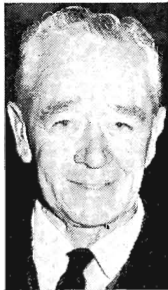
Joining as a lad labourer in 1926, he was allocated to the blueprint printers, and in, 1940, to the plan room. From then until his retirement on July 2, Mr. Doyle was the man who mounted blueprints and plans on to card or linen, made covers for books, and carried out any book-binding required.

"There have been only three to work at this craft in the entire history of the V.R.," he recalled. Then, delving into cupboards, he produced three tools of his trade that dated back to the earliest occupier of his craft—a punching machine, a cast iron paste pot and a bone scorer—all about 100 years old, and still in use.

Looking forward to retirement, Mr. Doyle and his wife intend to hibernate in Queensland during Melbourne's winters. A past love, umpiring junior cricket, has been foregone, but in his spare time he will see many a cricket and football match.

Mr. Doyle will also devote some time to giving religious instruction to schoolchildren.

But his craft will not die, as his century-old tools of trade will pass to a new plan mounter.



Mr. Doyle

MORE MT. BUFFALO CONCESSIONS

Widows of railwaymen who retired on account of age, or widows whose husbands died while in the service, provided they had a minimum of 15 years employment, can holiday at Mt. Buffalo Chalet at the normal staff discount of 20 per cent off accommodation tariffs and bus travel between Wangaratta and the Chalet.

The discount is limited to certain times of the year, and applications for accommodation at the reduced rate must be made through the Secretary's Branch pass officer, Room 108, Head Office.

RETIREMENTS

ACCOUNTANCY BRANCH

Tuohey, T. L., Revenue Dispatch, 11/6
ROLLING STOCK BRANCH
 Benson, A., Newport, 14/5
 Campbell, H. D., Warragul, 30/4
 Dean, D. A., Head Office, 12/8
 Dempsey, F. D., Bendigo North, 14/5
 Dobinson, N. D., E.R. Depot, 21/4
 Ferrante, M., Newport, 26/5
 Fleming, S., Newport, 18/8
 Hackle, A., Geelong, 15/4
 James, W. T., Newport, 28/5
 Molloy, E. S., Wodonga, 10/8
 Monte, I. C., Wodonga, 26/5
 Neilson, T., South Dynon, 18/5
 Pikas, P., Newport, 3/8
 Powell, A. E. B., North Melbourne, 7/4
 Preece, E. J., Bendigo North, 29/8
 Slattery, P. D., Bendigo North, 17/8
 Stacey, R. R., Newport, 7/6
 Worcester, C. W., North Melbourne, 30/6

REFRESHMENT SERVICES BRANCH

Day, Miss M., Spencer Street, 2/9
 Lawrence, A., Advertising Divn., 17/7
 Mest, W., Spencer Street, 16/8

STORES BRANCH

Bolger, M. J., Newport Workshops, 18/8

TRAFFIC BRANCH

Brady, M., Essendon, 25/8
 Brown, P. W. T., Castlemaine, 28/8
 Coutts, N., Spencer Street, 26/5
 Goring, R. H., Flinders Street, 11/8
 Graf, Miss A. T., Flinders Street, 22/5
 Hanley, F. E., Warragul, 7/6
 Leach, W. G., Williamstown, 17/6
 McLean, A. F., Tatura, 10/7
 Madden, C. F., Flinders Street, 2/7
 Malloy, J. R., Bendigo, 3/8
 Skevington, L. A., Ballarat, 28/5
 Thornton, J., Spencer Street, 3/8
 Tozer, C., North Geelong, 19/8

WAY AND WORKS BRANCH

Boyd, Mrs. S. T., Highett, 29/5
 Doble, T. H., Head Office, 28/5
 Feely, W. J., Mordialloc, 5/4
 Gammon, N. C., Geelong, 7/8
 Holland, L. J., Warragul, 2/8
 Humphrey, J., Heywood, 19/5
 Meredith, T., Spotswood, 28/6
 Millar, K. J., Head Office, 14/8
 McArdle, E. V., Flinders Street, 30/8
 O'Donnell, T. H., Laurens Street, 10/8
 Risteviski, P., Burnley, 13/8
 Scott, W. C., Seymour, 31/7
 Thomas, W. F., Laurens St., 27/8
 Yates, E. T. C., Spotswood, 27/8

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Ashford, J. E., Newport, 8/6
 Barnes, J. R., Bendigo North, 31/5
 Doyle, B. R., Bendigo Loco, 23/5
 Haberfield, W. E., Geelong, 17/5
 Scalamera, E., Newport, 5/6

TRAFFIC BRANCH

Pournay, T. C., Maffra, 26/5

WAY AND WORKS BRANCH

MacFarlane, A. D., Bealiba, 20/5

Institute News

CREDIT UNION

A meeting of a number of railwaymen has agreed to the formation of the Railway Staffs Credit Co-operative Limited. Steps are being taken to apply for registration under the Victorian Co-operative Act 1958, and, for a time, the registered office will be at the Railway Buildings, 223 Flinders Street, Melbourne—the Railways Institute area.

Credit Union facilities will be available to all staff in the Victorian Railways and the Construction Board and will provide a convenient method of having savings earn interest of 5 per cent. Money deposited will be made available to members to purchase furniture, household effects, pay the cost of painting and renovating homes or discharge financial liabilities, at an interest rate approximating 6.6 per cent.

It is hoped that savings and loan repayments will be arranged by way of payroll deductions.

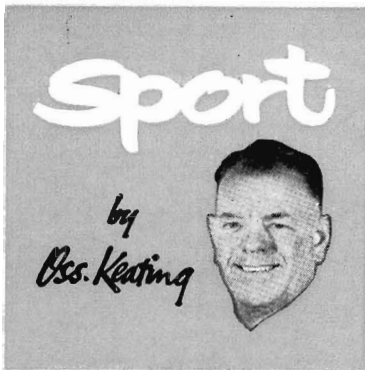
Inquiries at the registered office.

SHUFFLE OFF TO BUFFALO

You might remember that in the December 1970 issue of *News Letter* in this same section, we talked about a proposition of the Institute Council whereby two members of the Institute would be selected at random to receive one week's accommodation at Mt. Buffalo Chalet, free of charge, and if the selected members happened to be married, their wives would also be included in the deal. We said that the selection would be made from persons on our Membership Roll as at June 1, 1971.

Council has made the selection of the two railway staff who are Institute members, during the week commencing June 7. The two persons to receive Council's prize of one week's accommodation at Mt. Buffalo are: Messrs. R. D. BEDG-GOOD, Driver, Rolling Stock, South Dynon Loco, and F. J. GORMAN, Goods Guard, Traffic, c/- West Tower, Melbourne Yard.

Council has contacted both prize winners and asked them to let the Institute know when it is convenient for them to take their prize, and arrangements will be made from thereon by the Institute.



Country Golf Week

Golfers are reminded that this year's Country Golf Week will be played at Rossdale, from Monday, September 13 to Thursday, September, 16 inclusive. The usual programme will be arranged but Centres and Sub Centres should note that the teams event this year will be played in two divisions. Division "A" will naturally carry the major title and games will be played under match play conditions; scores being off the stick. In division "B", also played under match play conditions, opponents will play one another off their respective handicaps. In all cases, teams will consist of five players, and it is hoped that under this type of grading system many more districts will be represented in this event. In addition, individual entries will be catered for, and trophies played for each day. Remember, entries stating name, grade, location and branch should reach me not later than Friday, August 20.

V.R.I. Soccer Club

It is very pleasing to report that this club, formed only a few months ago, has become most active in its particular sphere. Games are being played regularly against various opponents and the standard of play by the V.R.I. boys has surprised quite a few people. Application for registration with the Amateur Soccer Federation has been made, and it is anticipated that we will be competing in this competition in 1972. President Tom Lavorato and Secretary Wally Binder, are a most enthusiastic duo, and are most anxious to contact any other V.R. soccer players interested in joining the Club. Wally is a Parcels Assistant at Flinders Street; alternatively any interested person could ring me, at the V.R. Institute, on auto. 2445.

Country Carpet Bowls Championship

This annual event will again be conducted in the V.R.I. Ballroom, Flinders Street, on Sunday, August

8, next. Conditions will be similar as in previous years, with the tournament consisting of a section for men and ladies respectively. Play will commence at 10 a.m. and should conclude no later than 5 p.m. Entries will close with the Sports Secretary, V.R. Institute, Flinders Street, Melbourne, on Wednesday, July 28.

THANKS...

Colac

The members of the Colac Racing Pigeon Club wish to thank you and your staff for your courtesy and service in the dispatch and carrying of our pigeons to races during the year.

We do appreciate the rail service . . .
—D. M. Hodges, Hon. Sec., Colac Racing Pigeon Club, writing to the stationmaster, Colac.

Kyneton

. . . I draw your attention to the courtesy and co-operation by your stationmaster at Kyneton and his staff. At all times they go out of their way to be of help to the school . . .

—S. L. Waterson, Principal, Kyneton High School, writing to the Secretary

Spirit of Progress

Recently I went to Sydney and back by *Spirit of Progress*, and would like to express my appreciation of the splendid service experienced on both trips, but especially the return one. The conductors were most obliging, and very careful to make sure that passengers travelling in non-smoking compartments should not be troubled by folk who WILL smoke no matter where they are. Please keep up the standard—it means so much to people who wish to have a quiet pleasant, smoke-and-liquor-free trip, and the fact that these matters came over the loud speaker were greatly appreciated by me, and doubtless by others. Service in the buffet car also was splendid.

—(Mrs.) A. Drysdale, Belgrave Heights, writing to the Secretary

Warragul and Flinders Street

The organization of carriages and bus for our excursion to Melbourne, on November 12, was well done and we had no worries at all . . . The parents of the pupils were most grateful for the very low cost of travel—no-one missed out because of high cost.

The children could move about during the journey and we all arrived home much less tired than we would

have if we had done the whole trip by bus.

Thanks also go to the stationmaster and his staff at Flinders Street.

—H. G. Boyes, Primary School, Warragul North, writing to the stationmaster, Warragul

Co-operation

We wish to thank you and your staff for the valued assistance given during the time when steel was being prepared for shipment to our project at Bougainville.

Without your assistance this work could not have gone on as smoothly as it did and again we thank you for your co-operation and hope that any future dealings will be on the same friendly basis.

—I. D. Lewis, Ascom Proprietary Limited, writing to the foreman of the Canal Steel Siding, South Dynon

Excellent service

. . . the sleeping car attendant (Conductor F. A. Stoneman) on the train from Melbourne to Mildura was, without doubt, the most co-operative, courteous, attentive and delightful man that I have ever struck on railways throughout Australia. He was neatly dressed, had a very bright personality and was tremendously willing to be of any possible assistance . . .

—C. V. Barnden, M.B.E., Managing Director, Chaffey's World-wide Travel Service, Mildura

Service appreciated

“ . . . We have a close association with the Railway Department at Bridgewater and we can say without fear of contradiction that Mr. Caudrey has been one of the best stationmasters Bridgewater has had, and the writer can go back 36 years in making judgment. . . ”

—Mr. R. Lucas, Manager, Water Wheel Flour Mills Pty. Ltd., writing to the District Superintendent at Bendigo

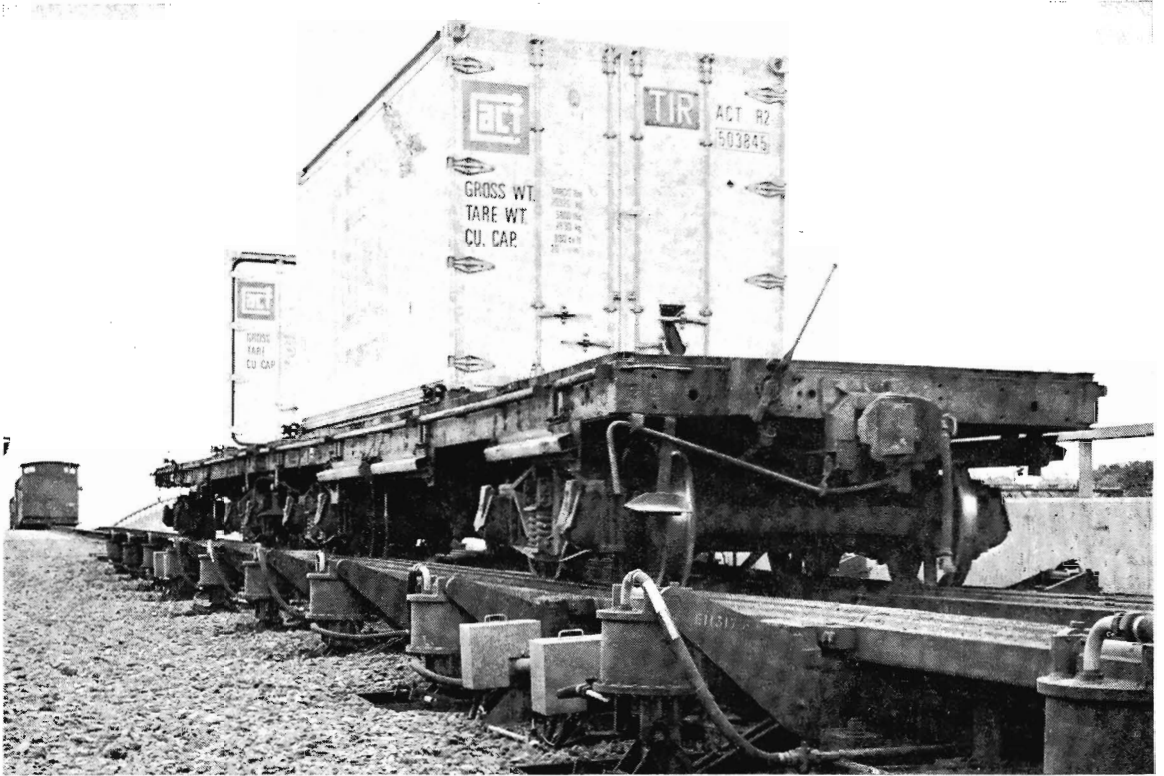
No hitches

I have been requested by Our Lady's School Sports' Committee to thank members of the Railways' staff, who arranged the journey of 52 young boys and girls, and the 12 adults who accompanied them, from Melbourne to Adelaide and return.

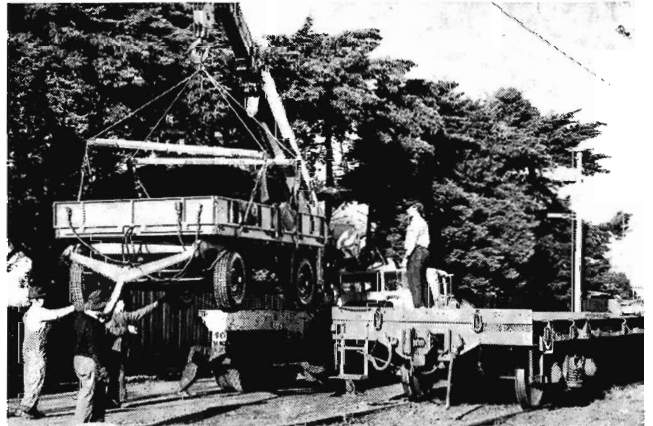
The detailed arrangements made by the Railways' staff, allowed for the free and rapid movement of the party, without any hitches.

—Randell Smith, Henry Street, Ringwood, writing to the Manager, Passenger Operations.

VIEWS OF NEWS



Two wagons of containers pass through the primary retarders as they descend the Hump in Melbourne Yard. Container traffic, for the year just finished, is expected to be almost double that of the previous year. Containers are railed from 70 stations in Victoria, mainly in the Goulburn Valley and Sunraysia districts, in addition to the feeder service to and from Adelaide. Railways take containers right to shipside in Melbourne, for ships to U.K., Japan and the Continent, and recently to the east and west coasts of U.S.



(left) Up to 200 bags of Ovens Valley nuts—mainly walnuts and hazelnuts—were railed from Bright each Monday morning during the recent harvest. Bright stationmaster, Mr. C. E. Exelby, stacks a consignment in a louvre van.

Two-ton Army trailers are being railed from Mentone to Bandiana at the rate of 6 to 12 every two weeks. Consignments started in May and should continue until the end of this month.

The locally-built trailers are towed to Mentone for railing. Loading on to flat top wagons is by mobile crane with a special sling.

VICTORIAN RAILWAYS

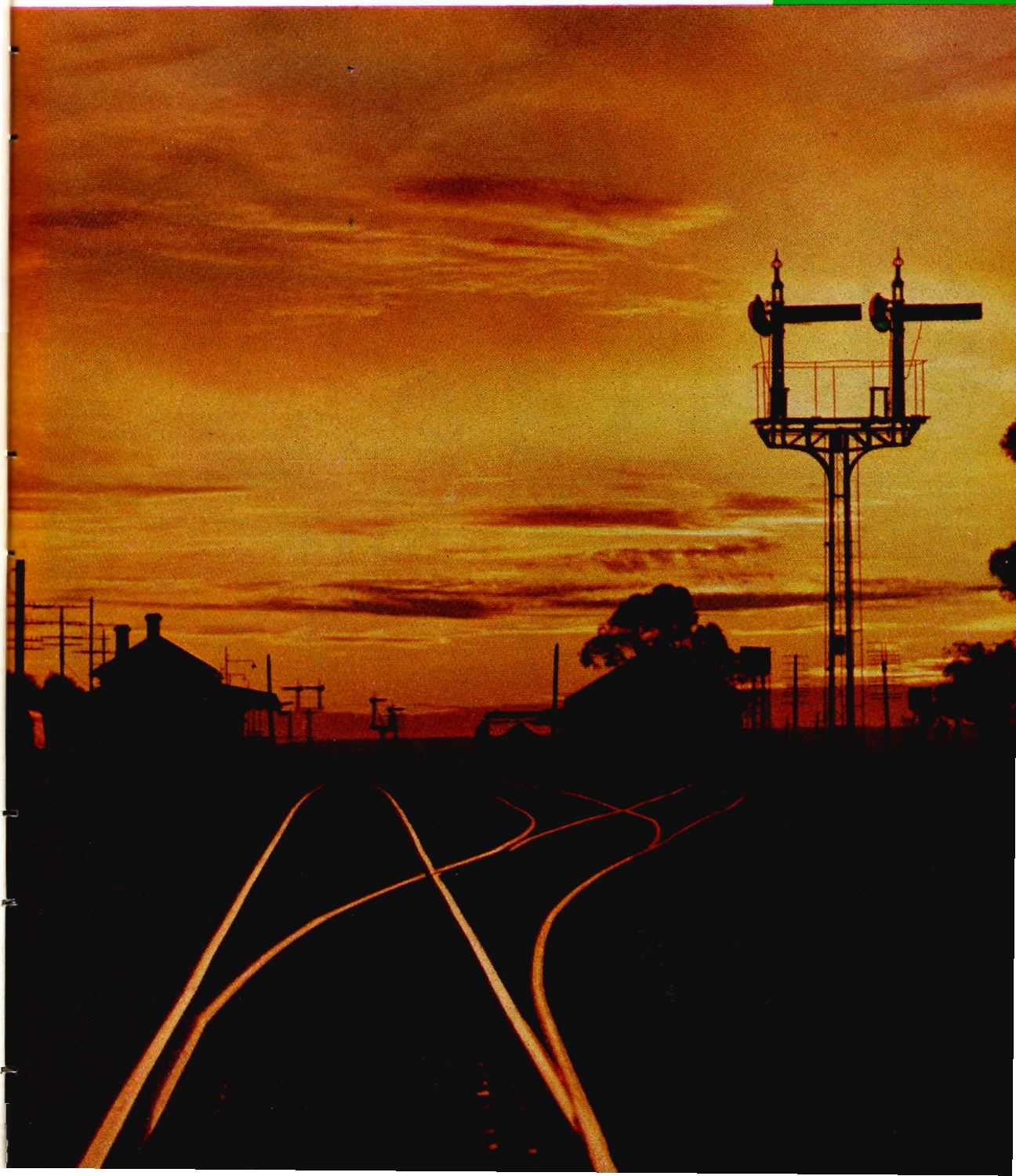
NEWS LETTER

AUGUST



1971

10 CENTS



FARES AS A TAX DEDUCTION—GOOD VALUE?

Over the last few months, the question of fares paid to and from public transport to and from work as a taxation deduction has again been aired.

Most taxpayers would say the deduction was long overdue, and good value.

Such a rebate, supporters claim, would improve the appeal of public transport and ease the all-too-frequent deficits that these vital utilities amass, as well as easing the pressure for expensive inner suburban freeways.

Apart from the major problem of policing the validity of claims, an important factor to be considered before the Commonwealth Government gives an incentive for people to switch to public transport, is the ability of public transport to meet the new demands that would be placed on it.

Even a jump of 10 per cent in peak riders would severely tax the V.R.'s ability to adequately handle passengers with the existing facilities; it would lead to such unendurable travelling conditions as to defeat the long-term objective of the scheme.

Estimates of the cost of granting fares as a tax deduction range from \$40 million to \$90 million. One newspaper, *The National Review*, claimed that the Commonwealth could afford \$40 million "as an indirect subsidy to groaning urban transport systems".

If the Commonwealth can afford to grant a concession of about \$40 million annually to people who use public transport, it should first devote this amount annually to the

principal public transport operators in Australia, by way of grants, to upgrade and increase the capacity of their peak period services.

By rebating the operators on the basis of their contribution to moving people, the V.R. and M. & M. T. B. would each get a grant of about \$4 million annually if the minimum estimate of \$40 million was made available.

An extra \$4 million, to spend on metropolitan railway works annually would see an enormous amount of improvement each year; faster, better and more trains, more tracks and labour-saving equipment.

These improvements would attract passengers at the same rate as we were able to implement improvements — much more logical than rebating the commuters for incentive and letting the operators make do with their present facilities.

To lure people out of their cars, public transport must be fast, efficient, comfortable and obviously low cost. While train fares are only about 30 per cent of the true cost of running a car, increasing fares to cover losses do not improve the attraction of public transport.

While I sympathise with the man-in-the-street's need for more money in his pocket, by giving the money to us first, he will indirectly gain by vastly improved, more efficient, and, in the long run, cheaper public transport.

The alternative is car-caused chaos—ininitely more expensive to overcome.

G. F. BROWN

TON UP

The fastest passenger trains in the world are Japanese National's *Hikari* (bullet) trains between Kyoto and Nagoya. They are scheduled to cover 83½ miles in 47 mins.—an average of 106.5 m.p.h.

The trains average 101.1 m.p.h. for the 320-mile journey between Tokyo and Osaka.

Fastest timings in the US call for

the New York-Washington *Metro-liners* to average 95.4 m.p.h. for the 68½ miles between Baltimore and Wilmington. They also have to turn in 91.5 m.p.h. over the 184½ miles between Baltimore and New York.

Europe's fastest schedule is run by French National Railways *Etendard* which averages 89.9 m.p.h. for 63 miles.

Even Russian State Railroad's *Aurora* streaks along to average over

84 m.p.h. over 198 miles, and over 80 m.p.h. for more than 400 miles.

For other long distance trains that keep the mileposts flying past, (apart from JNR's *Hikaris*) Canadian National's *Turbotrain's* 86.3 m.p.h. average for 323½ miles takes some beating. The French throw out many challenges; the most spectacular being the *Mistral* which reels off the 535 miles between Marseilles and Paris at an average of 80.5 m.p.h.

For sustained speed, the *Palatino* from Paris to Rome ranks highly. It covers the 905 mile journey at an average speed over 61 m.p.h.

—*Trains* worldwide rail speed survey.

ANYTIME, ANYWHERE, ANYHOW

Those three words sum up the VR's level crossing accident statistics for the 12 months ending April 1971.

Of 375 accidents, 294 were at crossings with flashing lights, boom barriers or gates. The remaining 21.6 per cent were at crossings with the standard warning sign.

Eleven people were killed in accidents at crossings with flashing lights or booms.

The statistics are:

Type of crossing protection	No. of crossings	Accidents	Time of happening		
			Daylight	Darkness	Unknown
Gates	117	202	123	72	7
Booms	73	46	26	17	3
Flashing lights	336	46	24	16	6
Warning signs	2696	81	57	23	1

Of the 375, only 103 involved trains. The other 272 were vehicles hitting fences, gates, posts etc.

UNDERGROUND CASH

The Board of Works and the Melbourne City Council have been asked to make their first contributions to the cost of Melbourne's underground railway.

Each has to pay \$20,000 by December 31.

The Minister of Transport, the Hon. Vernon F. Wilcox, M.P., said that the \$40,000 was half the amount needed to meet the interest on a \$5.3 million loan which MURLA would raise this financial year.

Metropolitan train passengers in Melbourne have been paying a one

cent levy per trip since January to provide funds for MURLA. The levy will raise about \$1 million this year.

CARLESS MELBOURNE?

The Government would have to seriously consider restricting the number of cars entering Melbourne's central area, the Minister of Transport, the Hon. Vernon F. Wilcox, M.P., said at the ceremony to mark the start of rampwork for Melbourne's underground rail loop.

He said the city area was for people, and it made no sense to fill it up with cars when the underground could cope with the extra passenger traffic.

Mr. Wilcox suggested that sweeping restrictions against cars could come into force once the underground rail loop was opened, about 1976.

\$80m. v. \$1,500m.

"There was a great outcry about \$80 million for the underground railway, but little has been said about the planned \$1,500 million for freeways," Mr. G. E. Baker, secretary of the Committee for Urban Action, told *The Sun*, when presenting his committee's plans for a reduced number of inner-suburban freeways.

NEW NUMBER

The Victorian Railways main telephone number—62 0311—will be changed from next May. The new number will be 61 001.

The change is necessary because of limitations on the number of lines available to the 6203 group. The new number has a large reserve capacity for extra calls.

LOCOS NAMED

Two Australian locomotives were named in ceremonies in April.

In South Australia, fully restored Pacific-type steam locomotive No. 621 was named *Duke of Edinburgh*. The locomotive has been retained for working special trains on behalf of the Australian Railway Historical Society.

In Bathurst, N.S.W., Commonwealth Railways new 3 ft. 6 in. gauge 1,500 h.p. diesel-electric locomotive NJ 1 was named *Ben Chifley* to

honour the former N.S.W. engine driver from Bathurst who became Prime Minister.

Commonwealth Railways have long honoured Prime Ministers. Locomotive GM 1 carries the name *Sir Robert Menzies*, CL 1 is named *John Gorton*; and former champion bike-riding ex-parliamentarian (now Sir) Hubert Opperman's name is borne by GM 22.

As well, several railway outposts (fettling camps and crossing loops) in the loneliness of the vast Nullarbor Plain on the transcontinental railway are named after former Prime Ministers.

BEAUTIFICATION VANDALISED

As the Elmore Progress Association was congratulating railway staff at Elmore on their efforts to beautify the station surrounds, the area was vandalised.

Although discouraged, reports *Ben-digo Advertiser*, railwaymen restored their work as far as was possible.

But at least their efforts have born fruit. The Elmore Progress Association plans to co-operate with railway staff to further improve the area.

Huntly Shire Council has also agreed to supply trees and develop the area on the west side of Railway Place, from the station.

Local residents have given their support for the venture by making trucks available at no cost to move earth filling and rocks for borders.

SMOKERS STAMPED OUT

Following a Royal College of Physicians report on smoking earlier this year, London Transport will clamp down on smoking on public transport.

Smoking will be limited to two carriages per train on underground trains, and to the top deck of double-decker buses. Smoking will be banned on single-deck buses.

Provincial metropolitan trains will have 60 per cent of seats declared **non-smoking** instead of the present 16 per cent.

Further restrictions on smoking will follow if travellers approve of the restrictions.

Concern about smoking on trains is not new.

Recently, Illinois Central Rail Road, which runs metropolitan services in Chicago, banned smoking on their trains. Stated reasons, though, were not health oriented but allied to cleanliness and litter problems.

Smoking has troubled V.R. administrators, too. Yellowed ceiling panels in smoking compartments are dramatic proof of the cleaning problems associated with smoking in public transport.

Smoking areas are limited to about one-third of the space in Melbourne's trains.

\$13.67 A SECOND

Wall Street Journal reported that Penn Central Transportation (the world's largest and brokest railroad) lost \$US431.2 million last year—\$US13.67 a second.

No. 4 PEOPLE MOVERS

Figures released in the *Commonwealth Year Book* show that for 1968-69, Victorian Railways ranked fourth in the people-moving business in Australia.

Operators, and their passenger journeys within metropolitan areas were:

	Million
Department of Government Transport, N.S.W. (Most buses in metropolitan Sydney and Newcastle) ..	243.8
N.S.W. Railways ..	233.2
M. & M. T.B. ..	146.5
Victorian Railways ..	140.8
Brisbane City Council Transport Department ..	69.4
Metropolitan Transport Trust (Perth) ..	55.7
Municipal Transport Trust, Adelaide ..	45.3
Queensland Railways ..	25.8
Municipal Transport Trust (Tasmania), (Bus services in Hobart, Launceston and Burnie) ..	21.2
Western Australian Railways ..	9.8
Department of the Interior (Canberra) ..	6.5
Department of the Interior (Darwin) ..	1.3
Tasmanian Railways ..	.8

FRONT COVER

The setting sun burnishes the rails at Melton.

As the “go by train” advertising series (*News Letter* last month) began to reveal many newsworthy subjects, it was decided that stories could be supplied as a news service to media. KEVIN BAKER, A.P.R.I. (Aust.,) Publicity Writer, who prepares copy for these advertisements tells of

STORIES BEHIND THE “GO BYS”

The real potential of the story value in the “go by” advertisements was revealed three years ago after “Lizards go by train” appeared.

The reptiles were collected from various parts of the State and railed to Melbourne for a 16-year-old. *The Sun* asked for more details. Much to our delight, the newspaper featured part of the railway advertisement in its story which originated from the advertisement.

Today, news in planned “go bys” is first issued in the form of a ready-made article. It is one way of reporting railway activities to our shareholders—the public.

When news value is considered sufficient, photographs are taken by Publicity Photographer John Schwarz and occasionally 16 mm film obtained by Railway Film Officer Ted Davis for country and even Melbourne television stations.

The stories are also featured in *News Letter*, and *V. R. News*—a

publication distributed at Shows and Exhibitions—from time to time, while 16 mm shots have been used for V. R. TV commercials.

But collecting this material has some very interesting side-lights.

SNIPPETS

On the subject of mice, mentioned briefly last month, it is interesting to note that the biggest rush is prior to Christmas and . . . would you believe . . . Mothers’ Day. Christmas is understandable, but why Mothers’ Day? It appears that many children present their mother with a white mouse for the occasion; somewhat like a husband giving his wife a box of choice cigars for Christmas.

White ant consignments, which many youngsters were railing to Healesville to feed a lyrebird chick at the Sir Colin MacKenzie Sanctuary caused one newspaper columnist to seek further information. He won-

dered if the Railways insisted on special types of containers; after all, it would be most disconcerting if the grubs escaped, to eat their way into a wooden carriage or even a station.

Grubs popular

Many recall the “witchetty grubs” advertisement, but collecting the facts possibly sticks more vividly in our minds than any other.

We had to rendezvous with the two grubbers at Gisborne around 9.30 a.m. We might just as well have been blind-folded as the men escorted us to their *secret spot*. Down one road, then another, through fence-gates, across paddocks, more dirt roads and finally we arrived—just as fog began to descend. Great weather for taking pictures, but fortunately only close-ups were needed.

The two men collected their gear from an old rusted station wagon, then sat on a log for “nourishment first”; they produced the necessary bottles before tackling the job.

And it was a job they knew. Every tree cut contained many grubs, but one thing is certain, it would be impossible to find that location again.

Incidentally, the story was outstandingly popular. *The Sun* placed it in its centre spread; it was used by many country papers and television, and the A.B.C. network repeated the film about 12 months later.

Boomerangs

Our first throw of a boomerang was not successful; the weapon finished up almost in the adjacent River Murray at Cobram. Fortunately, it was recovered and we proceeded to find out how boomerangs are made and painted. It was a truly fascinating story which was printed in many newspapers and covered extensively on television. However, we didn’t bother to stay for the meal of snake or some other reptile that was offered for lunch.

Why would a person want a crocodile? The Railways were called



Publicity Photographer, Mr. J. Schwarz (left) and Film Officer, Mr. E. Davis go into action when the first consignment of thryptomene reached Melbourne by train. Admiring the flowers is Miss R. Lloyd, clerical assistant, Secretary’s Branch.

upon to transport one last year from Northcote to Seymour when someone wanted a pet with a difference. We will have a story about the move; in the next *V. R. News* it was securely packed but we bet the guard concerned was unaware of his travelling companion.

Cobram's Joe McCluskey, who supplies Essendon Football Club with oranges each week, was virtually made "mayor of the town" following a story and advertisement about him, but even allowing for criticism from a columnist with *The Age*—such column has now disappeared—results were enormous. And a loyal South Melbourne barracker in Cobram prevailed on Joe to send oranges for his club—also by train.

Banana problem

How do you get across a story about banana plants in pots that travel by train from New South Wales to Irymple? Difficult to illustrate without local bananas growing. But our Traffic Branch men on the spot came to the rescue with a number of locations for us and results showed a banana boom in Mildura.

While on the Mildura area, mention should be made of the fresh water fish which, in season, travel 350 miles,

almost daily, to Melbourne on the *Fruit Flier*.

Bags of live eels from Warrnambool to Geelong are another regular move for the Railways. The eels are netted in western district waters, but unknown to all and sundry, one consignment contained a few black snakes which somehow became tangled in the nets following a flash flood. Imagine the tumult when the bags were tipped on to the sorting table.

SERVICE

One thing the fact gathering has made us certain of, is that the Railways do have many satisfied customers, which only goes to prove that Railway staff, particularly those in the front line of the Traffic Branch, are, in the main, giving that all important SERVICE.

We've also encountered criticism... What big business doesn't? In such cases, the customer's worries are noted and contact made later, usually by a Commercial Agent or Traffic Inspector; very often the problem is ironed out. Where there is not a quick solution, at least the customer learns the Railway point of view. He is generally impressed that the Railways, at least, took the trouble to tell him.



**REPORT: Ian Dick
PICTURES: Ian McPherson**

SNAKES alive and starve the lizards...

Well, saw my leg off and I'll walk to Bourke if the house isn't full of them.

It's become a way of life at the Platten household at Valerian St., North Altona, to have up to 70 lizards of various sorts — and a few snakes — in safekeeping.

What's more, they travel in style (see the Railways advertisement tear-out, above).

And it's all because legless, black rock skink John Platten, 16, is and gecko. fascinated by them. "The whole family goes out on catches & expeditions from said John Platten."

Part of the story that started the stories.

AUTO COUPLING FOR EUROPE

It is planned to replace conventional screw-couplings and side-buffers on standard gauge European rolling stock with centre automatic couplers.

The intended changeover has been under discussion for a long time, but it is hoped to equip simultaneously, over Easter 1976, all wagons which operate international traffic—about half the fleet.

Much heavier freight trains will then be able to be hauled.

Automatic centre couplings have long been standard in America. Commonwealth Railways were the first to use automatic couplings in Australia—all their rolling stock since inception (1912) has been equipped with automatic couplings.

The V.R. tested automatic couplers on their narrow gauge trains before deciding on a full scale conversion program for most rolling stock.

A conversion program started in 1932, and lasted to 1960, in which years all but a few service vehicles and a small number of passenger carriages were given automatic couplers.

RAILWAY STAND WINS AWARD

Out of 43 stands representing 83 exhibitors at the 1971 National Materials Handling and Packaging Show, the Railways of Australia stand won one of the three awards made.

The award for the outstanding exhibit went to Hoescht Chemicals, while Railways of Australia and A. E. Atherton, Australian agents

for many overseas manufacturers, received honourable mentions for their stands.

The Railways of Australia stand was designed by Victorian Railways Public Relations Display Artist Mr. Alan Gouldson. It was his first award for a stand at an exhibition. Theme of the exhibit was the railways' ability to handle any commodity.



That's just what some railwaymen are doing when they drive part of the V.R.'s fleet of fork-lifts and platform tractors—the gas is liquefied petroleum gas (LPG), not gasoline.

In a move to cut pollution levels in confined areas, the Victorian Railways are converting most of their petrol driven vehicles to run on LPG. gas was successfully experimented with as an alternative to petrol, and costs lowered—LPG is 17 cents a gallon (5 lbs) cheaper than super-grade petrol.

Last month, six new platform tractors were delivered—all were equipped to run on gas. Four fork-lifts at Dynon and one at Bendigo have been converted; 15 are being converted, 30 more conversions are being considered.

Because of the working conditions inside rail wagons, and in parcels tunnels, petrol-powered vehicles create uncomfortable pollution levels. Efforts to reduce those levels have only recently been fruitful since LPG

LPG is claimed to be ideal fuel: it offers reduced maintenance and better engine life because there is negligible contamination of lubricating oil and less carbon produced, it has more power (octane rating 110-120 compared with petrol's 96) and a high anti-knock quality, it burns more slowly, evenly and completely, and produces less carbon monoxide in the exhaust as well as less fumes, smoke and other irritants.



Refuelling is no problem; LPG, being liquid flows freely from storage unit to fuel tank.

Ancient relics at Brighton, Victoria's named trains, sidelights of the old East Melbourne Cricket Ground where trains are now stabled, and a church that was once a railway station are among the historically inclined stories in the latest issue of *V.R. News*, which will be available free from the Department's Royal Melbourne Show exhibit.

Called the "Special Trains Edition" to co-incide with the title of the Show exhibit, the 8-page newspaper has many interesting articles about railways, the freight carried and historic items.

The main story, for example, tells about the various types of special trains the V.R. have been called upon to provide—both passenger and freight. For example, one man, having missed the Adelaide Express and unable to wait 24 hours for the next train, arranged for a "special" for his journey.

Readers can find that there is a trend for many mothers to receive white mice as presents from their "little darlings", how boomerangs and trotting sulkies are made, and about banana growing in Victoria.

Other stories tell about an unique trout farm, how a school advisory council solved its financial problems by leasing railway land, a crocodile that was a passenger to Seymour and how some black snakes mistakenly became mixed in a consignment of eels.

V.R. News will not be issued generally to staff but nevertheless, copies are freely available on request from the Chairman, Public Relations and Betterment Board, Room 98, Head Office (auto 1489).

IN THE COURTS . . .

Hit gates—fined

A car driver was fined \$25 with \$12 costs by Ballarat Magistrates' Court following a crash at the Linton Junction railway gates in February.

The railway signalman told the court that the approaching car appeared to have room to stop when he started to close the gates. He then heard a screech of brakes and the car hit the gates.

Neither car nor gates were badly damaged.

The car driver, who pleaded guilty, told police that there must have been something wrong with his car's brakes.

Ignored Flashing Lights—Fined \$10

A Geelong man who drove over a railway crossing with flashing lights operating and a train only 50 ft. away, was fined \$10 in Portland Court recently.

The man's solicitor told the court that the car's carburettor had not been working properly and his client had been afraid to stop because the car might not have started again.

Smoked in non-smoker

Eltham Court recently fined a North Eltham man \$5 on each of two charges for smoking in a non-smoking compartment and for travelling with his feet on a train seat.

The man tendered no excuse for his actions and was ordered to pay \$5 costs.

R.O.A. MAN RETURNS

Jack Taylor, Railways of Australia's representative in London, returns to the V.R. in late October and will resume as Assistant to the Senior Commercial Agent.

Jack went to London to take up his three-year posting which started on September 1, 1968.

His replacement, Jack Mallion, the former transport officer of N.S.W. Railways, left for London in early June. Mr. Mallion has had 36 years experience with N.S.W. Railways, mainly on traffic duties.

LOOKING BETTER ALL THE TIME

Beautification works at railway stations are, regrettably, few and far between. The Department just doesn't have enough money to spend on these works; some councils undertake beautification works as do some station staff, individuals and clubs.

Recently in the news were:

B.E.M. for railway gardener

Recipient of a British Empire Medal in the Queen's Birthday Honours List was retired Koo-Wee-Rup farmer, Mr. P. G. C. (Claude) Einsiedel, who is well known to many railway men.

Claude's honour was granted in recognition of community service—he has been secretary of local sporting and school committees since the 1920's. And one of his many community activities is maintaining the Koo-Wee-Rup platform garden, established in the late 1950's.

Commissioner Wishart gave permission to a group of townspeople to establish a garden on the platform at Koo-Wee-Rup, and it now flourishes under the watchful eye of Claude.

He is well known as a railway enthusiast—having been president of the Victorian Division of the Australian Railway Historical Society for two years, and a councillor for four years. His railway interest dates back to 1911, and he bought his first all-lines ticket in 1941. He is keenly interested in locomotive performance.



Claude Einsiedel at work at Koo-Wee-Rup

Garden club tackles station No. 3

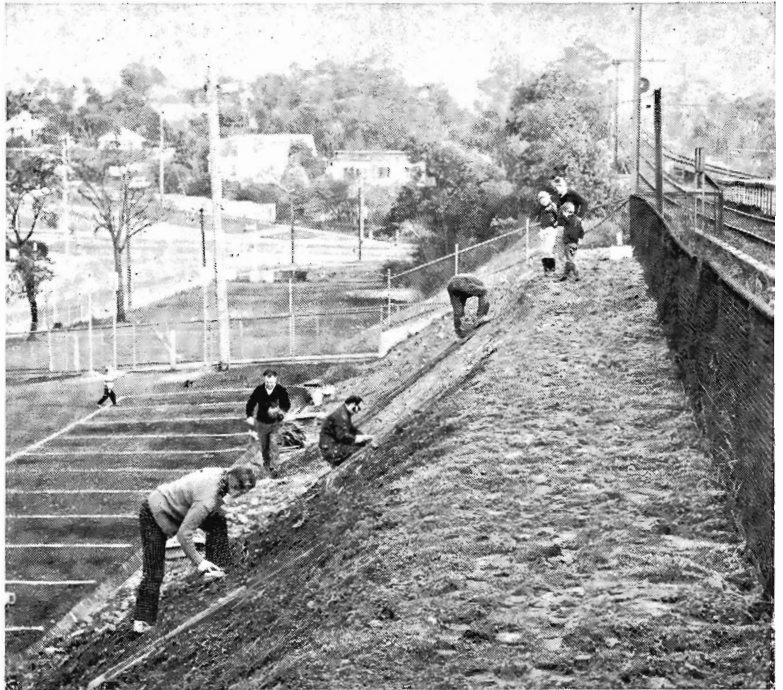
The Glen Waverley line reaches into a very "house proud" area of Melbourne's suburbia. The Mount Waverley—Glen Waverley area is very attractive, but a group of its residents are not content to let nature do all the work.

About 450 people comprise the Waverley Garden Club, which, among other duties, has taken to beautifying station surrounds in their district.

They tackled Mount Waverley first and planted many shrubs. Glen Waverley was next, and, in June, the bank between the car park and railway lines at Syndal received attention.

When finished, 400 ft. of the bank behind the Syndal car park will be planted in pig face, pampas grass, kangaroo paws and agapanthus, as well as other plants.

Most of the plants used in the beautification works are from the railway nursery and supplied free.



Members of the Waverley Garden Club set about their task of planting hundreds of small shrubs at Syndal.

MILEPOSTS

1914

Sandringham to Black Rock electric street railway recommended by Railways Standing Committee in October at estimated cost, including rolling stock, of \$93,000.

1915

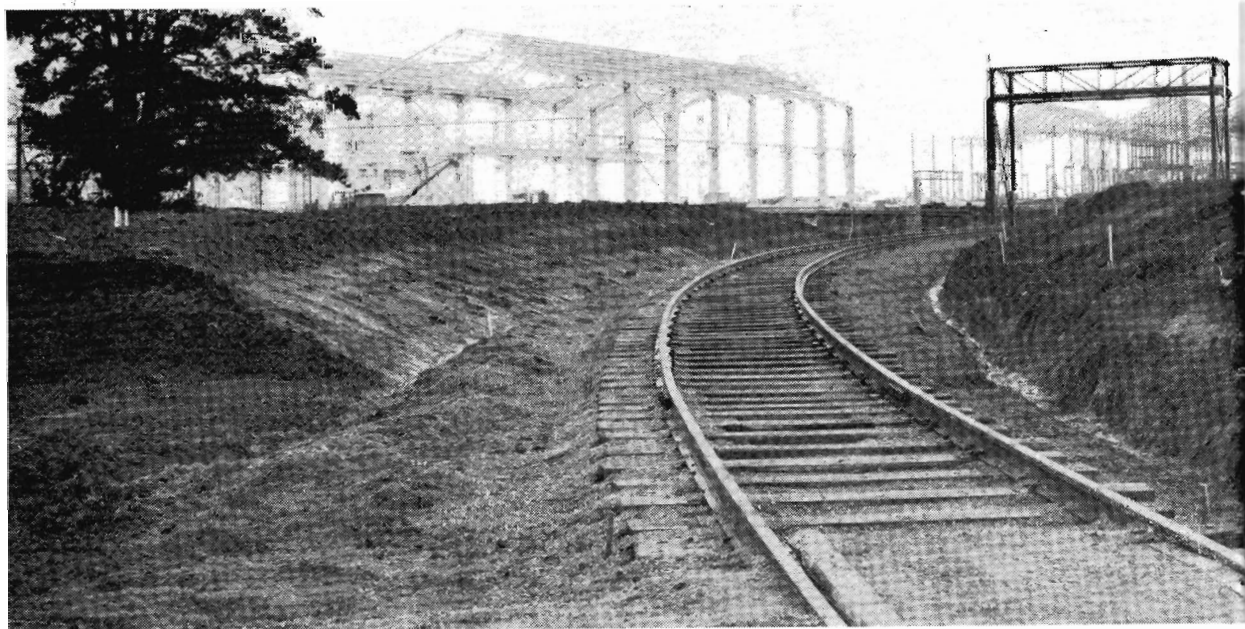
Murrayville (Vic.)—Pinnaroo (S.A.) line opened, July 29.

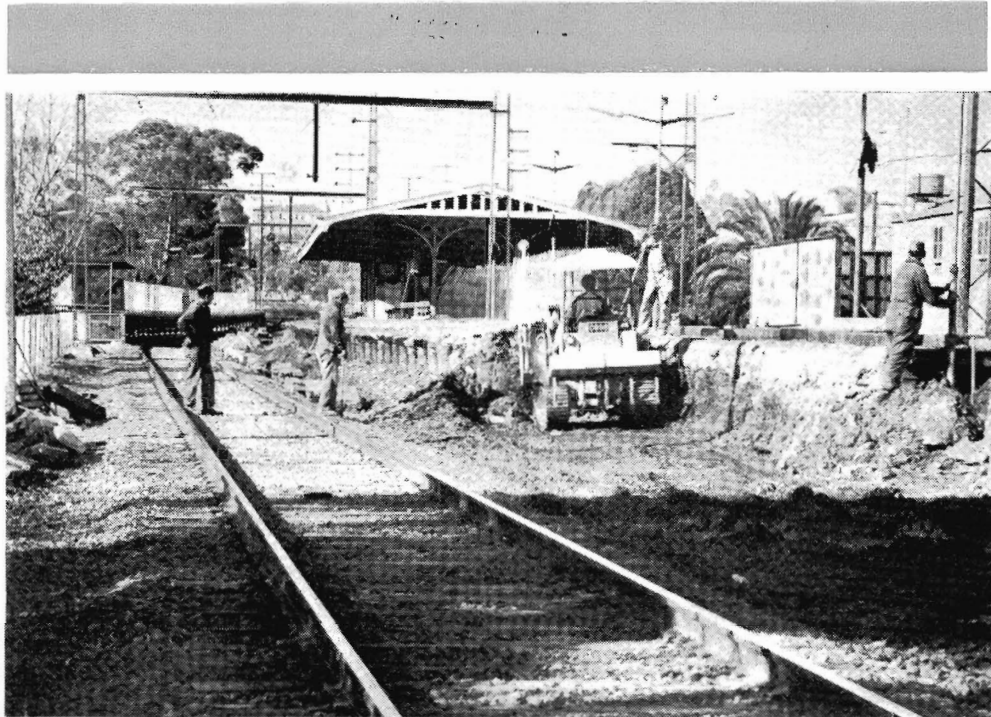
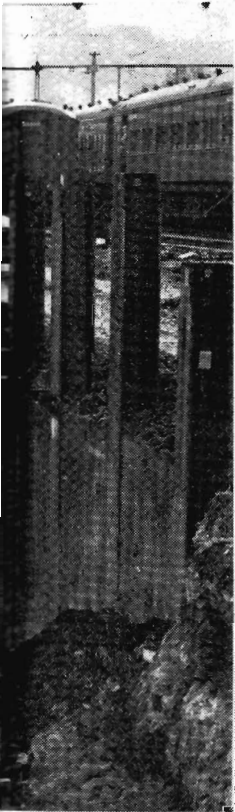
First automatic signalling in Victoria, Richmond to Hawksburn and to Prahran, with an electro-mechanical interlocking at South Yarra, October 4.



GOINGS ON

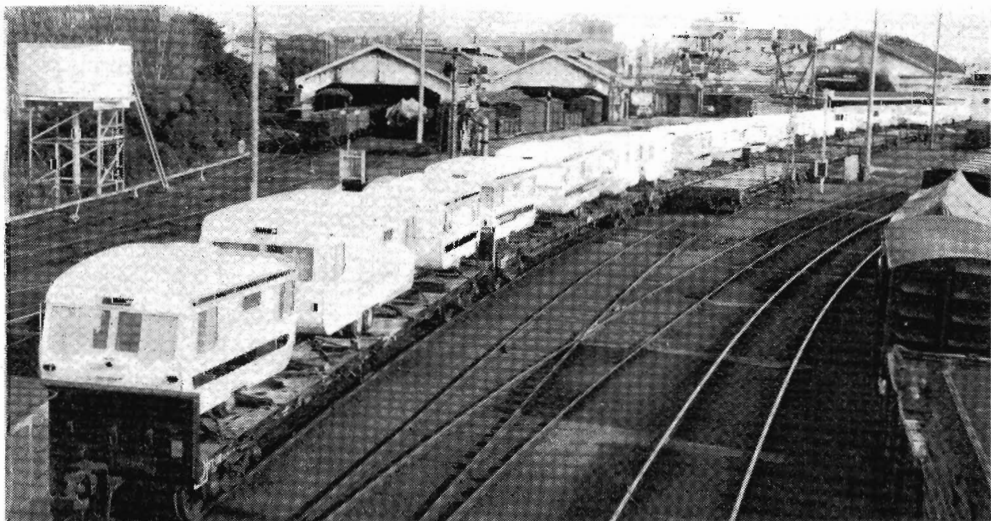
GOING DOWN. Rampwork to the first underground portal, which is under construction at East Melbourne, is well under way. Plans in *July News Letter* show building method; steel across the top of the ramp will be decked and sidings will be relaid across the top.



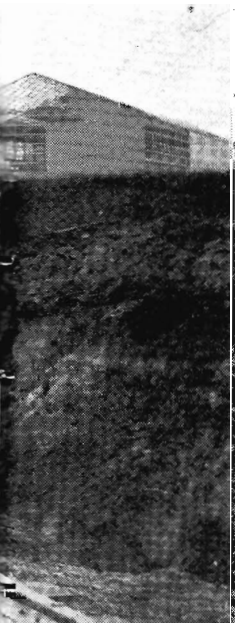


GOING BACK. To make way for a third track on the Box Hill line at Chatham, workmen are cutting back the former down platform. A new platform (No. 3) has been provided (*left*).

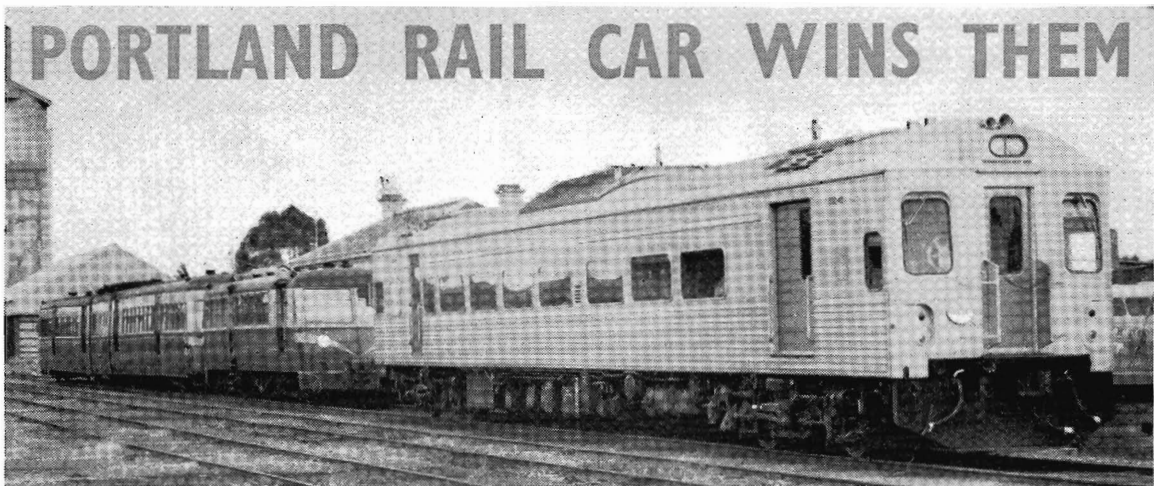
started last month in
104-5, showed the
covered, then carriage



GOING OFF. A caravan train ran again last month when 40 Franklin caravans were railed from Ballarat to Sydney. In June 1969, 63 caravans were railed from Sydney to Perth, via Melbourne (*see July 1969 News Letter, pp. 104-5*).



◀ **GOING IN.** New siding being built to John Lysaght's steel works at Westernport will have three 2,000 ft. long loops. Buildings of the cold steel strip mill are taking shape in the background.



The old and the new at Willaura.

In the four days, June 22-25, when Portland's new \$220,000 rail car was shown to the public, nearly 7,000 people came back to rail for a free demonstration ride in the V.R.'s newest passenger unit.



The Victorian Railways mobile advisory bureau, displayed at 10 centres with the rail car, was so popular with visitors that its supply of literature about railway services had to be replenished on the third day.

And if initial passenger-reaction and comments to the whistle-stop barn-storming tour of western Victoria were as good as money in the till, a fleet of similar rail cars would soon see the V.R.'s passenger-carrying business profitable once more.

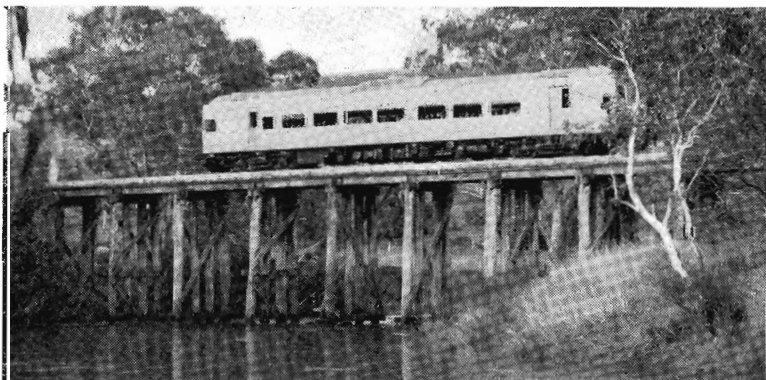
The preview tour lasted for four hectic days of ushering people through the new rail car, explaining its features, and treating local residents to an eye-opening smooth-riding high-speed demonstration trip, often reaching 70 m.p.h. on a line that had been 50 m.p.h. maximum for many years.

Demonstration rides started at Portland at 8.30 a.m. on June 22. Despite the cold, wet and windy weather, 1,250 people came to the station to ride the rail car on its 13 trips.

At 12.45 p.m., the rail car moved to Heywood, where over seven trips another 550 passengers rode the car.

And so the four-day previewing trip progressed. Demonstration rides were given at Condah (1), Branxholme (2), Casterton (11), Sandford (1), Merino (3), Coleraine (7), Hamilton (24), Strathkellar (1), Dunkeld (4), Glenthompson (3), Willaura (4), Maroona (2) and Ararat (4), in addition to those at Portland and Heywood.

Publicity for the tour was handled on several levels. Invitations were sent to more than 400 sporting groups community organizations and municipal authorities; stationmasters were given special invitation cards to send to local businessmen; and newspaper and radio advertisements, giving



The rail car gave demonstration rides on lines that have not had regular passenger services for many years. Seen here crossing the Glenelg River bridge at Casterton, a line which lost its passenger service in July 1956, the rail car also ran to Coleraine, passenger-less since July 1952.

details of the preview times, were supported by a release of 16 mm film of the new rail car to local T.V. stations.

Many local newspapers covered the preview tour; radio interviews with people on the train were taped by 3 YB (Warrnambool) and 3 HA (Hamilton), and cameramen from BTV 6 (Ballarat) and SES 8 (Mount Gambier) filmed segments.

Previewing the rail car to the public had other advantages. The extensive running of the car showed up a few faults which were able to be readily rectified because of the car's stop-start running. Few of the passengers, if any, would have been aware of the faults.

Most passengers commented on the smoothness of the new car, its air-conditioning and the new time-saving schedule. Local Hamilton travel agent, Mr. Harry Walter, just back from a world tour, said that the new train was "second only to the Tokaido line trains in Japan for smoothness and comfort".

People from up to 30 miles away from rail towns came to ride the new car. Over 8,000 free timetables and fares pamphlets were issued, and each passenger was given a souvenir ticket as a memento.

On Monday, June 28, the new service started. A day-return to Melbourne was offered; trains were up to 115 minutes faster; and one-class fares started between Portland and Ararat.

Passenger business has shown an increase over that of last year and a steady increase since the rail car's introduction.

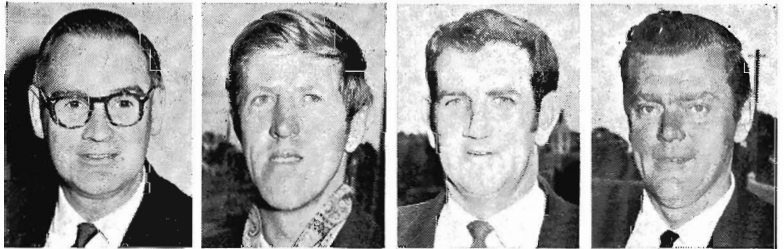


Hamilton Fireman Q, Rennel Taylor, at the controls of the new rail car. He, and Driver Mick Flannery, shared over 800 miles of driving in the preview week.



Crowds throng around the rail car at Portland.

THE TEAM THAT TOOK THE TRAIN TO THE PEOPLE



(Left to right) Kevin Findlay, demonstration tour organiser and member, Public Relations and Betterment Board; John Kearney, District Engineer, Ararat; George Marsh, Traffic Inspector; Maurie Diggle, Block and Signal Inspector.



(Left to right) Robert Fallon, Professional Engineer, attached to the Superintendent, Locomotive Maintenance; Joe Lawrence, Rail Motor Running Officer; Mick Flannery, Driver; Arch Burton, Commissioners' Tour and Supervising Guard.



(Left to right) John Graham, Field Service Maintenance Engineer from Cummins, suppliers of engines for the rail car; Bill McLean, Commercial Agent; Alec Topp, Display Officer; and Ron Kemp, Road Motor Driver, who followed the tour by road and took the mobile advisory caravan from town to town.

Football fever

Each winter, an epidemic called football fever strikes southern Australia. It must have something to do with the chilly air, but, nevertheless, as in all good causes, Victorian railwaymen rise (literally) to the occasion by staging challenge matches.

Representing head office, teams from the Traffic and Commercial Branch met on July 4 for the *L. W. Butcher—M. J. Noone Shield*. The shield commemorates two Commercial Branch members killed in a car accident last year.

Traffic's 18.23 (131) to Commercial's 8.7(55) gained them the shield to even the annual series at one-all.

A Secretary's Branch team then threw out a challenge to the vanquished Commercial side, which was accepted and scheduled for August 8; while the Traffic Branch offered to play the winners of the August 8 match, as well as keeping in form by meeting a Melbourne Goods clerical staff for 100 minutes on August 1.

In Mildura, railwaymen played a game against local pressmen.

There is either a lot of fit railwaymen around, or else we'll see plenty of plaster casts and bandages until spring arrives and directs young men's thoughts to more productive follies.

Supercat

Do many railway goods sheds throughout Victoria have a cat on the payroll? Hamilton has *Supercat*.

Tended by Goods Clerk Roly Finlayson, *Supercat* came to the goods shed as a battered, starved waif of a kitten. Just seven months later, he (it) is the "mouser" at the sheds—and weighs over 8 lbs.

When Roly was off sick recently, *Supercat* fretted badly until his return. All food was refused.

Roly was surprised by the cat's action but it's no wonder when told that Roly makes a trip every Sunday to the shed to feed *SC*.

Roly started in the Railways at Portland in 1961. He then became a relieving clerk in the Eastern District, then goods clerk at Sale and Warrnambool, before moving to Hamilton 11 months ago.

"Sale had a tribe of cats in the sheds, too," Roly recalled. "The fellow who ran the local laundry was feeding them, as well as me, and this gave the cats divided loyalties between the two locations.

"*Supercat* gets a 25c 'allowance' from the Department each week for food. He replaced a great 'mouser'—a toothless old veteran of more than 20 years".

If you ask whether *Supercat* is proficient at its task, Roly will reply:

"Must be, look around the shed, you won't find any mice or rats or their damage".



Goods clerk Roly Finlayson and friend *Supercat*.

Caravan man

Mr. Frank Dean, the man associated with the Railway display caravan for the past 10 years, retired last month.

Frank recalled that he had taken the display unit to 110 country shows or fairs. In addition, he organized the model running trains in the Railway Exhibit at the past 10 Royal Melbourne Shows, as well as at numerous sundry trade fairs etc., at the Exhibition Building and the Melbourne Town Hall.



Mr. Dean

"I have been with the railway display in every major city or town in Victoria, except Maryborough," he said.

Asked which place he had a particular preference for, Frank said "Port Fairy".

"The crayfish and spuds were terrific", he added without elaboration.

Frank organized the many Railway displays seen at major Victorian stores, banks and travel agencies.

In his younger days, he was a successful footballer, usually playing half forward flank.

In retirement, he hopes to spend much of his time playing golf.



Traffic Branch staff office clerk, Alan Vogt, marks in Traffic's goal square.

Pedicab

Peter Pfeiffer, booking clerk at Camberwell, has a most unusual possession—a pedicab, which is an oriental bicycle-powered taxi, somewhat like a rickshaw.

Peter first became interested in pedicabs when he lived in Djakarta 20 years ago. He moved from Indonesia to Australia and joined the V.R. 15 years ago.

A few years back, he wrote to several people in Indonesia in an effort to buy a pedicab and have it brought to Australia. His letters drew no worthwhile replies so he wrote to companies in Hong Kong, Singapore and Taipeh.

A company in Taipeh offered to get him one, which it did, two years later.

It was landed in Melbourne in mid-April and has been the centre of interest whenever shown.

"Pedicabs have almost disappeared overseas as regular transport," Mr. Pfeiffer said. "A few are retained for tourists, though".

The cab will be used for a wedding at the Independent Church in Collins Street in late August.

"The bride and her father will arrive at the church in the pedicab, and afterwards, the bride and groom will leave for their honeymoon in the vehicle," he explained.

"They'll arrive along Russell Street and leave down the Collins Street hill—they'd never find anyone strong enough to ride the cab up that hill.

"Even in Djakarta, the taxi-owners got children to push them up steep hills. The cabs have handles at the back for this purpose".

There's a strong chance that the pedicab could be used in Melbourne's Royal Show, too.



Mr. Pfeiffer and his Chinese import.

They had a ball !



The 16th Annual V.R. Staff Ball, held at the Camberwell Civic Centre on July 9 was a great success. Railway gardeners had decorated the hall with a V.R. emblem, blue and gold banners, and floral arrangements. The 800 people were most appreciative of the music and the dance floor was filled by 9 p.m., staying that way well into Saturday morning. Many prizes, to a total value of \$100, were given throughout the night. Deputy Chairman of Commissioners, Mr. E. P. Rogan, was among the official party which comprised heads of branches and their wives. The Committee thanked the Ball patrons for their continued support and promised that next year's Ball will be even better.

Blended railway coffee

September 2 sees popular Spencer Street cafeteria manageress, Miss Mary Day, retire after 33 years in the V.R.

And when talking about railway refreshment rooms, railway coffee always seems to get a mention; Miss Day is one of those responsible for its flavour.

Many years ago, Miss Day and another woman from the dining rooms, experimented with several blends of coffee. Eventually the right blend was reached and the recipe laid down and maintained.

Mary joined the Railways in 1938 as a trainee manageress and, after a short time at Flinders Street, was transferred as refreshment room supervisor at St. Kilda.

During her stay of two years at the seaside, Sunday proved the biggest day for trade.

In 1940 Mary was transferred, as

assistant manageress, to the Spencer Street dining room. With Australia at war, the rooms were always crowded with troops coming and going and the many hundreds of other passengers.

"In those days," she recalled, "sausages and potatoes cost 9d. (8 cents) and you got a three course meal for 1/6 (15 cents).

"Some mornings the staff and I would start about 2 to feed the troops that were travelling.

"One group I remember, were the first Americans in Melbourne, who ate at the station cafeteria before leaving for Guadalcanal where they met very stiff opposition. The American marines were always neatly dressed".

Business was so good during the war, that the dining room had to be converted into a cafeteria so that it could cope.

"A famous customer during the war was General MacArthur's wife, who, with her Indian nurse, used to come across from the Savoy-Plaza Hotel to the cafeteria for coffee every morning," Mary reminisced.

"John Curtin, the Prime Minister, also ate in the rooms one morning when he was meeting his wife off *The*



Miss Day

Overland. It was their 25th wedding anniversary, I think.

"There was a young soldier at one table, and Mr. Curtin called me across and asked me to get the young soldier's bill, so that he, the Prime Minister, could pay it.

"When I told the young lad what was happening he was embarrassed.

"Mr. Curtin was very nice and pleasant, as most of my customers have been," Mary continued.

As well as famous people, there were humorous incidents.

"Perhaps one of the most amusing concerned a woman in a fur coat who came into the cafeteria and bought a pie and a cup of coffee. Shortly afterwards, another woman wearing a fur coat came into the cafeteria, went to the cashier and asked where her mother was.

"The cashier replied that she didn't know her. The woman said that she had been wearing a fur coat like hers and the cashier remembered that she had been sitting near the front.

"This woman then went to the table where her mother had left half a pie and half of the coffee, and finished the meal."

The obvious question from this, is whether or not there were two fur coats!

Mary's years with the V.R. are remembered with high regard. "I've had a wonderful association with the Railways over the years, but a real highlight was the new cafeteria at Spencer Street when the station was rebuilt in 1962" Mary added.

Coming highlights for Mary are trips to Cairns and Western Australia.

"Ugly man"

When Bendigo North Workshops Manager, Mr. Jim Smyth, entered an "ugly man" contest in 1943, he was voted the winner. But that was no reflection on him because Red Cross funds were increased by \$2,200 in the four weeks of the contest.

Mr. Smyth has had a long association with Bendigo; he was born there, worked most of his time in the city, and when he retires, on September 3, will continue to live at Bendigo.

Starting his railway career 49 years ago as a lad labourer at Jolimont, Mr. Smyth transferred to Newport as an apprentice iron machinist. He worked his way to

District Rolling Stock Engineer at Bendigo, a position he held for 15 years before being appointed Workshops Manager in 1960.

Mr. Smyth has been a member of the governing council at Bendigo Institute of Technology since 1960, and has had a long alliance with the Bendigo Operatic Association.



Mr. Smyth

In the sporting field, Mr. Smyth has played pennant bowls for 20 years and was B grade champion in his club in 1952. He has been a member of the champion fours in the Railway country week competition since 1958.

"Our workshops team has won the bowls championship against Ballarat seven out of nine times since 1960 and the Bendigo Ordinance Factory has beaten us only once in our annual game with them," he added.

Helps the handicapped

A man with a mission is Michael Field, a clerk in the Melbourne Goods Depot. His mission is to help handicapped and disabled people by teaching them to ride ponies and horses.

While the idea seems improbable, even valueless, impressive testimonials of its success overseas, particularly England, convert the sceptic.

"There are 103 groups operating in the U.K. under control of the Riding for the Disabled Association, and one place has more than 250 pupils," Mr. Field explained. "Horse riding as a treatment dates back to 1875, in Paris, but its biggest boost came when Mrs. Lis Hartel, a Dane, won the silver medal for dressage riding in the 1952 Olympic Games: at one stage she had been severely crippled by polio.

"According to eminent British medical men," Mr. Field continued, "riding releases nervous tension and

flexes unused joints. Disabled riders are forced to use muscles that they would normally not use, as well as learning to co-ordinate movements and improve their balance.

"It gives the disabled a chance to get away from their wheelchair, too," he added.

Michael was interested in the success of the ventures in England before he migrated to Australia in 1969.

Michael joined the V.R. through the R.O.A. representative, Mr. J. Taylor, in London. At the time, he was working for Shellmex-B.P., but had worked for British Railways for two years and East African Railways for 13 years.

Once here he noticed the lack of interest and knowledge of the U.K. scheme.

Last September he approached the Australian Medical Association which showed little enthusiasm for a pilot scheme.

Undaunted, he kept approaching organizations until sufficient interest had been engendered to hold a meeting. Fourteen people met in a South Yarra church on June 26 and formed a steering committee to constitute a society; Michael was made chairman.

The society aims to start a pilot scheme at a riding school at The Basin. Michael is a riding instructor at the Doongalla Pony Club at The Basin.

Interest is now growing in Michael's venture; the Victorian Society for Crippled Children, the Spina-Bifida Association, the Yooralla School for Crippled Children and a leading Melbourne physiotherapist are watching the developments. A riding school at Officer has offered its facilities and inquiries have come from Ballarat and Euroa.

He is optimistic about the future of the venture and feels that with a little more publicity and a few more helpers, good results can be gained for crippled Victorians.

"Clubs like *Pony Riding for the Disabled* have been operating in Queensland for seven years and *Riding for the Handicapped* has just been established in Adelaide," Michael continued.

"And the indoor school in Buckingham Palace grounds is now used by groups of disabled children from London schools . . ."



Mr. Field

RETIREMENTS

COMMERCIAL BRANCH

McIntosh, R. G., Investigation Divn., 21/6

REFRESHMENT SERVICES BRANCH

Branson (Mrs.), A. M., Girls Hostel, 29/6
Schofield (Mrs.), D., Spencer Street Cafe, 9/7

ROLLING STOCK

Anderson, R. J., Wodonga, 13/9
Boucher, A. R., Maryborough, 1/9
Coxon, C. B., Seymour, 23/9
Foggo, I. R., Newport, 25/5
Greelish, G. P., Nth. Melb., 11/9
Hurwood, W. C. H., Newport, 30/9
Looney, I. M., Ballarat North, 3/7
Page, W. H., Ballarat North, 3/9
Reid, S. J., Portland, 7/5
Sheehan, P. J., Newport, 13/9
Smyth, J. F., Bendigo North, 3/9
Turzynski, J., Newport, 13/9
Wilson, T. W., Newport, 25/9

SECRETARY'S BRANCH

Dean, F. J., Head Office, 15/6
Dyer, G. A., Head Office, 30/6

STORES BRANCH

Palmer, G. T., Photography Division, 15/6
Dimopoulos, V., Newport Workshops, 3/9

TRAFFIC BRANCH

Baird, J., Melbourne Goods, 6/9
Bakes, H. A., Flinders Street, 7/7
Beard, G. I., Flinders Street, 11/9
Best, W. J., Yallourn, 7/8
Catlin, S. E., Melton, 13/9
Coleman, A. J., Cheltenham, 17/5
Croonin, A. T., Bendigo, 17/9
Doody, D. J., Ouyen, 28/6
Ferrie, W. M., Essendon, 24/6
Golding, R. T., Croydon, 28/9
Graham, W. M., Essendon, 11/9
Hourigan, D. M., Melbourne Yard, 19/9
Huntington, W. R., Echuca, 23/6
Jenkins, R. G. B., Carrum, 16/6
Kybartis, E., Flinders Street, 30/6
Lane, J. P., Spencer Street, 10/7
Quick, T. W., Wodonga, 7/7
Toogood, W. J., Melbourne Goods, 25/9
Wilcock, J. W., Spencer Street, 10/7

WAY AND WORKS BRANCH

Atkins, A. L. T., Willaura, 2/7
Dawson, W. J. R., T & T Depot Nth. Melbourne, 17/9
Doyle, A. H., Commercial Drafting Division, 3/7
Fegan, T., S. & T. Depot, Ballarat, 2/9
Fontana, G., Korong Vale, 25/3
Hawkins, J. E., Special Works East Melbourne, 8/9
Hobbs, C. J., Murtoa, 9/7
Hood, T. G., Maryborough 1/9
Jankoff, K., Architectural Division, 7/7
Malcolm, S., Power Machines Division 16/7
Maxwell, W. G., Walpeup, 21/9
Robbie, J. T., Woodend (8), 28/6
Ryan, T., Warrnambool (27), 9/6
Thomas, W., Bulloh (3), 14/5
Wilson, J., Sunbury (2), 28/9

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Renfrew, P. J., Bendigo North, 19/6
Sherlock, E. J., Jolimont, 2/7
Stephens, C., Ararat, 22/6

TRAFFIC BRANCH

Hornbuckle, A. J., Spencer St., 14/7

WAY AND WORKS BRANCH

Groves, R., Windsor (1), 27/5
Keech, D. E., Toorak, 28/6
King, J., Special Works East Melbourne, 11/7
Millar, K. J., S. & T. Division 13/7
Panozzo, G., Seymour, 22/6
Potter, R. H., Caulfield, 5/7

Institute NEWS

VRI 1971 ELECTIONS TO COUNCIL

The 1971 nominations for Councillors of the V.R.I. have closed and a ballot will be conducted to elect seventeen (17) Councillors for a 3-year period.

The remaining seven positions to meet the Council's total number of 24, are appointed by the Commissioners.

The nominations by members are:

* ADCOCK, I. A.	Clerk, Traffic Branch	Head Office
* ANDREW, V. J.	Asst. Yard Master	Flinders Street
* BARKER, M. A.	Asst. Stationmaster	Broadmeadows
* BENNETT, L. H.	Test Inspector, Rolling Stock Branch	Newport Workshops
* COATES, P.	Clerk, Stores Branch	Nth. Melb. W'shops
* COLLINS, A. R.	E. T. Driver	Jolimont
* CONNELLY, B. D.	Clerk, Rolling Stock Branch	South Dynon Loco
* CROUCH, H. J.	Engineer, Rolling Stock Branch	Head Office
DWYER, P. A.	Clerical Asst., Traffic Branch	Footscray
* FAIRCHILD, J. F. W.	Fitter, Stores Branch	Spotswood W'shops
* FIGGIS, R. T.	Clerk, Stores Branch	Laurens St., Nth. Melb.
* GILLARD, H.	Stationmaster	Oakleigh
* HOYLE, (Miss) J.	Typiste, Accountancy Branch	Flinders Street
* JONES, J. F.	Asst. Stationmaster	Little River
* KENNEDY, J. F.	Clerk, Traffic Branch	Head Office
* O'DONNELL, D. F.	Train Examiner	Nth. Melb. W'shops
* OLIVER, G. G.	App. Fitter & Turner	Spotswood W'shops
* RICHARDS, R. G.	Suburban Guard	Lilydale
* ROBERTS, N. B.	Yard Supervisor	North Geelong
* SMITH, G. E. G.	Clerk, Traffic Branch	Head Office
* TAYLOR, H. F.	Goods Guard	Melbourne Yard
* WALL, G. T.	Asst. Stationmaster	Pascoe Vale
* WASTELL, R. I.	Clerk, Traffic Branch	Flinders Street
* WILLIAMSON, E. J.	Driver	South Dynon Loco

* Retiring Councillors who have again nominated.

Council requests every member eligible to vote to complete and return a ballot paper at this election.

Ballot papers should have been received by members entitled to vote, and they are returnable on or before September 18.

SPORT

by OSS. KEATING

Football—A.P.I. v V.R.I.

St. Kilda Cricket Ground was again the venue for this annual fixture, and, although the day was fine, the ground was heavy, following overnight rain. Our team took the field as selected and, although we were conscious of our lack of height in the packs, we were confident that the side would give a very good account of itself.

Postal won the toss and elected to kick with a useful breeze and from the first bounce had our back men under pressure. However, our defence remained steady and prevented the "posties" from setting up a winning lead. Towards the end of this first term we began to find our feet and at the first change the leeway was one point.

In the second quarter we really started to fire and, with our blokes getting on top all over the ground, we slammed on 5.9 to postal's 1.2, so that at the long interval we led 8.11.59 to 4.5.29. I reckon Henry Singleton, Postal coach, must have delivered a real "Barassi" oration to his team during half time, as they

made an all out effort to cut down our lead in the third quarter.

At one stage, Postal got to within 10 points of us, but steady play by Lewczuk and Grose held them up, and towards the end of the quarter we began to draw away, leaving us 27 points ahead at three-quarter time. In the last quarter both teams began to tire and, although the post office boys fought it out to the final siren, they were not good enough and V.R.I. ran out winners by 37 points. Final scores: **V.R.I. 15.16.106 to A.P.I. 10.9.69.**

V.R.I. Goalkickers: Butterworth 3, Power 3, Murphy, Collins, Picc and Wheatly 2 each, Powell 1. Best players for V.R.I. were B. Collins, who played a great game on the wing and was best on the ground; R. Lewczuk at full back; B. Phyland on a half-forward flank; G. Grose, who played a real captain's game on the half back flank; and K. Hardy roving.

It was a game of unusually high standard and players of both sides are to be congratulated on the exhibition they turned on. In my opinion, it was the best game I have witnessed in this series and provided an excellent spectacle to the many spectators who were present.

After the game we were entertained

by our hosts, and given a very warm welcome by Mr. J. Carroll, President A.P.I., to which our General President, Mr. R. M. Wright, suitably responded. Another distinguished guest, was Acting Commissioner Mr. W. Walker.

Special mention must be made of the work of coach, Jack Sharp, of South Dynon Loco Depot, who now has the proud record of having handled the team for the last three years for three wins. Next year he intends to equal Jock McHale's Collingwood record. Many thanks to team manager, George Peters, of Newport Workshops, who assists Jack in the selection and running of the side. Tom O'Neil and Ern Tomlinson, two retired blokes, also deserve special mention. Tom, who looks after the stopwatch and Ern, who, as trainer, looks after the bruises, played an invaluable part in the smooth running of this day. Similarly many thanks to our goal and boundary umpires for their contribution to this day.



Lindsay Murphy, in front of the pack, gets the ball to waiting rover, Brian Phyland, while umpire Mathieson watches for any infringement by Postal's rucks.

Exhibition of Photography

The eighth annual A.N.Z.R.I. exhibition of photography was conducted in Melbourne recently under the auspices of the V.R.I. in conjunction with the V.R.I. Camera Club. Competing systems were Commonwealth South Australia, Tasmania, New South Wales, New Zealand and Victoria.

The exhibition was divided into two divisions (a) monochrome prints and (b) colour transparencies. In the monochrome print section, New South Wales, (522 points) won the S.A.R.I. Perpetual Trophy from Victoria (488) with South Australia in third place. The trophy for the best individual print in this section was won by Mr. E. Weizenegger, Victoria, who is in the Data Processing Section of the Secretary's Branch.

In the colour transparency section, the S.A.R.I. Perpetual Trophy was again won by New South Wales (873 points) followed by South Australia (856½) and Victoria (799½) third. Mr. K. Hale, of New South Wales, was awarded the trophy for the best individual entry.

Acting Commissioner Mr. W. Walker, presented the Perpetual trophies and Mr. R. M. Wright, General President, V.R.I., presented the individual trophies. Also present were Messrs. C. S. Morris, Acting Secretary for Railways, F. M. Mitchell, General Secretary, V.R.I., A. J. Lynch and G. Eleftheriou, President and Past President respectively of the N.S.W.R.I. Photographic Society, and J. Grave and R. Congdon, Past President and Committeeman respectively of the S.A.R.I. Camera Club. The V.R.I. Camera Club generally,

and Mr. Allan Smart, in particular, are to be congratulated on the excellent organisation that obviously went in to the presentation of this exhibition.

V.R.I. Camera Club

At the moment the V.R.I. Camera Club is really in the news. Apart from helping in the intersystem exhibition, members also found time to enter in the annual inter-club competition conducted in June by the Association of Photographic Societies. The club was awarded the Wilfred Broadbent trophy for first prize in section 1 of the colour section, and also gained second prize in the black and white section.

Miss Neville

July was a sad month for us here at the Institute, because on the 30th of that month, Miss Neville, who had been a member of the staff for 31 years, decided to call it a day. Her departure leaves a gap in our ranks that will be hard to fill, the vast knowledge and experience of Institute activities gained over such a long period cannot be replaced overnight.

Miss Neville's sincere approach to duty, her concern for our clients' requirements, the interest she displayed in the many individual organisations who have used the Institute as their headquarters over the years, and the help and assistance she has given to the many members and Councillors of this Institute, has earned the respect of countless Institute members. As well as her normal day

to day duties, she found time to guide the destinies of the V.R.I. Women's Amateur Athletic Club and was Honorary Secretary of that organisation for 38 years. During her period of administration this particular club was probably the best known women's amateur athletic club in Australia, won many club and interstate honours and produced a number of lasses who represented Australia at various Olympic Games.

It is sad to report that when Miss Neville relinquished the reins of office a few years ago, the club immediately went into a decline, and was forced recently to disband. She served as an executive member of the V.W.A.A.A. for 42 years and was Honorary Secretary for 17 of those years. She has had the honour of being appointed Manageress of innumerable Victorian Women's Interstate Athletic teams and, in 1950, was appointed manageress of the women's section of the Australian Empire Games team which, that year, were staged in New Zealand.

Miss Neville is a life member of the V.R.I.W.A.C., the V.W.A.A.A. and the Victorian Women's Amateur Sports Council. At present, she is President of the V.R.I. Ladies Auxiliary and intends to continue with this organisation in her retirement, so her association with the Institute will not be completely severed. I am sure her many friends both in the Institute and outside, join with me in saying "thank you for services rendered and sincerely wish that you have many long and healthy years of retirement".

VICTORIAN RAILWAYS

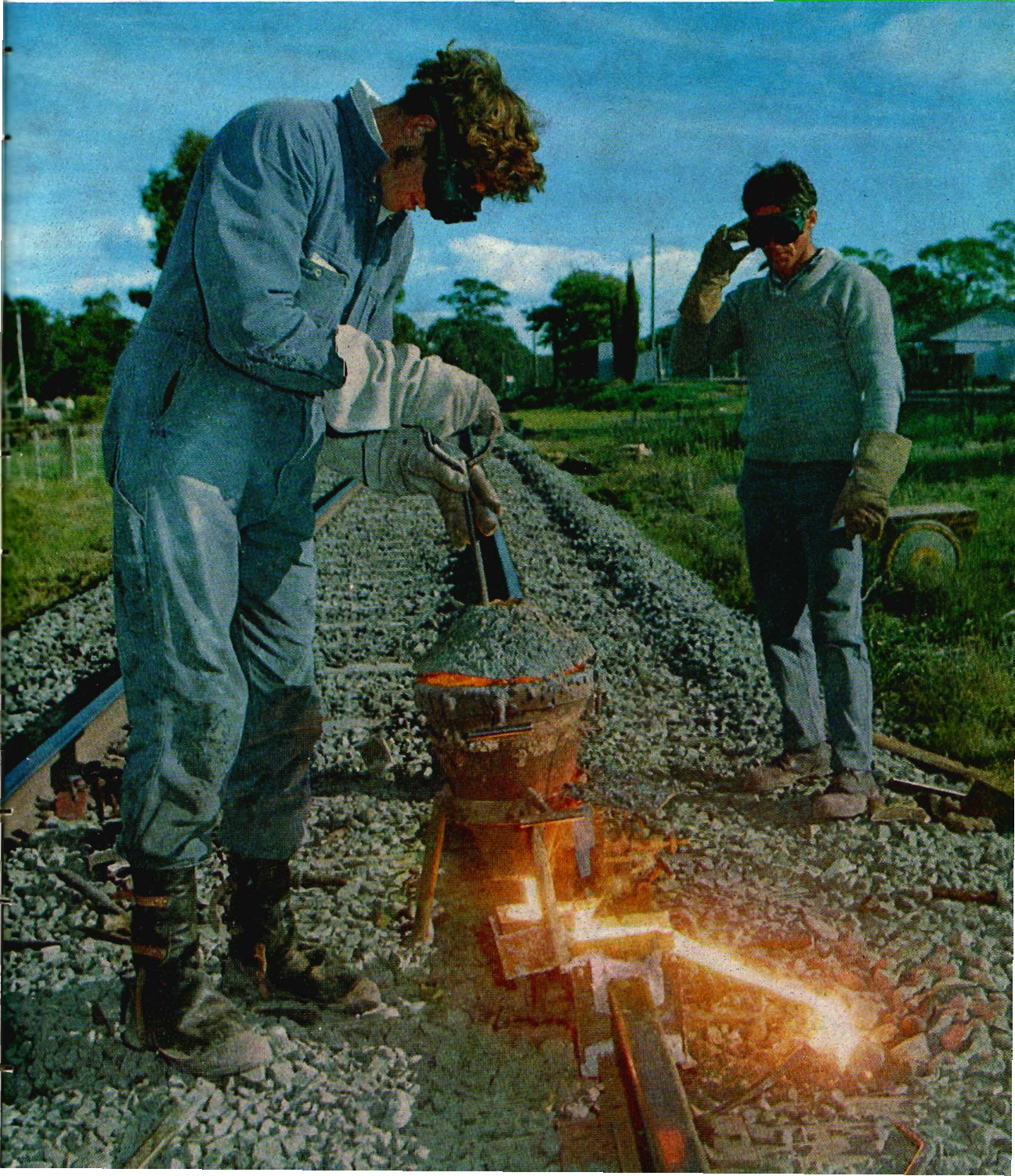
NEWS LETTER

SEPTEMBER



1971

10 CENTS



EVEN C.N. WANTS A PASSENGER SUBSIDY

Much has been said and written on what the Canadian National Railways were doing with its Montreal-Toronto passenger services. But that system, despite the size of the cities between which it operates, has at last admitted defeat in its attempts to run its passenger services at a profit.

CN is about to apply to the Canadian Transport Commission for a subsidy to cover 80 per cent of the losses, and has already applied in respect of 15 other services which represent the balance of its unsubsidised passenger runs.

With minor exceptions, all future passenger services on the Canadian National system will be subsidised, and the company expects to get between \$A42-\$A50 million for the services.

No one could accuse CN of not trying. They experimented with lower fares on certain days, exceptional meal services, and new trains such as the ultra-high speed *Turbotrains* between Toronto and Montreal. The Company also undertook a visual change with a new colour scheme and uniforms, and attempted a new corporate image.

Irrespective of how hard they tried, they suffered the same problems as other systems where the cost of fares has not kept pace with wage increases.

And in a prosperous society, an individual can use his private car in competition with public transport irrespective of the actual cost involved.

G. F. BROWN

P. A. FOR THE OVERLAND

A public address system will be installed in all sitting carriages on *The Overland*.

The system will enable the conductor to advise passengers of the train's facilities and other announcements, as well as making meal calls for the trains' new refreshment cars.

Sleeping berth passengers will continue to be advised personally by their conductor.

PAPER WAR SAVES \$520,000

U.S. railroad, Norfolk & Western, declared war on the *paper war* five months ago—and has cut its costs by \$US520,000.

Operation Wastebasket, as the exercise was titled, was aimed at cutting the paper output in reports and forms.

Railway Age reported that a committee examined 3,624 reports—829 were eliminated and 209 were reduced in size or quantity of distribution.

Other savings were:

- \$400,000 from 78,485 man-hours required to prepare reports;

- \$69,000 in paper consumed by computerized reports;

- \$40,000 in computer printing capacity;

- \$10,000 in paper used to prepare reports.

The Committee also slashed paper requirements for auditing.

COMPUTER CHECKS ON SAFETY

Enlisting a computer to help provide a safer working environment—believed the first such use in Australia—is the latest purpose to which New South Wales Railways has extended the reach of its data processing division.

All hazards and injuries, however slight, to the railways' 44,000 staff, are reported, and supervising officers investigate accidents causing injury.

Following the coding of thousands of accident reports, a program was drawn up for the computer. When an accident is reported, the computer isolates the cause and compares its frequency of occurrence.

A large percentage of injuries to railwaymen occur in two main groups:

- following a fall, either from a height or due to material left lying around, or on slippery or uneven floors, and;

- faulty handling techniques, which cause sprains, strains and other related injuries.

N.S.W.R. officials are hopeful that, given the facts, more can be done about changing a machine or environment to make safer a working location, rather than change the habits of man.

UNDERGROUND PROGRAM

MURLA will borrow \$5.5 million this year for Melbourne's underground loop project.

The loan will finance work started on June 22 for the Burnley line ramp and underpass and the Caulfield and Sandringham lines underpass in East Melbourne, as well as providing for tunnel portal and minor tunnelling work in the Spencer Street area (near La Trobe Street), and for new train stabling sidings in the North Melbourne area.

NEAR MISS — PAY \$43

A tip truck driver, who sped across a level crossing "only six yards" in front of a train, was fined \$15 and ordered to pay \$27 costs by Heywood Court in late June.

The truck driver was apprehended because the train driver, Mr. G. McDonald, recorded the licence number of the truck.

The Court was told that the truck driver had said to police that "if he had stopped after seeing the train he would have stopped right on the line".

The train driver told the Court that he had made an emergency application of the brakes.

CLASS OF '21 TO MEET

A reunion to celebrate the jubilee year for Victorian Railways apprentices of 1921 has been organised by Mr. J. Hamilton, of the Plant Engineer's Office, Newport Workshops.

Mr Hamilton believes there are less than five of the 1921 apprentices still employed by the V.R.

The function will be held at the Federal Hotel, Collins Street, Melbourne, at 6.30 p.m. on Saturday, October 2. Subscription is \$7 and Mr. Hamilton (auto 5-3105) will be happy to answer inquiries.

If you know of any ex-1921 apprentices, either in the V.R. or retired, please let them know so that as many as possible may attend.

MR. I. G. HODGES APPOINTED COMMISSIONER

Former Chief Electrical Engineer, Mr. Ian Hodges, B. Eng. Sc., F.I.E. Aust., F.C.I.T., M.I.E.E.E., was appointed Commissioner by the State Government, with a two-year term from September 1.



Mr. Hodges

At 49, Mr Hodges is one of the youngest men to be appointed a Victorian Railways Commissioner.

His railway career started in 1939 when he joined the railways and gained an electrical fitting apprenticeship. His father and grandfather had been railway men, and although Mr. Hodges wanted to be an engineer he planned to work before committing himself to an engineering course.

Shortly after joining, he won a Railways' scholarship that took him through Melbourne University on an engineering course.

He returned to the Electrical Engineering Branch, and, in July, 1967, was appointed Chief Electrical Engineer.

During his 4-year term as head of the Branch he brought in many innovations: overhead design was altered to include a curvilinear method of construction which reduced the number of overhead structures by making the contact wire follow the curve of the track; overhead fittings were re-designed using cheaper materials; a computer programme was prepared for calculating dropper lengths (the wire between the catenary and contact wires) and spacing; a system of preventive maintenance was introduced for overhead fittings instead of replacing items only when wear was visibly evident—this has cut train delays due to overhead faults by 30 per cent; completed the sub-station upgrading programme which, as a Junior Design Engineer in 1948, Mr. Hodges initiated after developing calculations to determine the most economical arrangement for the new sub-station system; carried out a programme of modernizing and improving the lighting on metropolitan stations; started a programme to

improve station approach lighting; developed new standards for lighting of major marshalling yards—Melbourne Yard, North Geelong, Ararat and Seymour have the new lighting.

As well, Mr. Hodges re-organized the administrative structure of the Electrical Engineering Branch. The Branch had originally been set up to electrify the metropolitan system and the emphasis on some sections had changed as a result of the completion of the programme.

Mr. Hodges also took the opportunity to introduce women into semi-skilled work in the workshops thus releasing tradesmen for other duties.

While Mr. Hodges was appointed a railway commissioner this month, he has been a commissioner with the Boy Scout Association for almost 25 years. The Boy Scout Movement is his main outside interest and he is currently responsible for the administration of the Victorian Branch.

Mr Hodges has attended the Australian Administration Staff College and is a lecturer at the Department of Defence's Industrial Mobilization Course.

He has three children—two of them are undertaking engineering courses at Melbourne University.

CONSORTIUM FOR UNDERGROUND

A consortium of leading engineers to begin work on the detailed design of the underground loop was named by MURLA chairman, Mr. R. B. Roscoe, last month.

The firms are: John Connell and Associates, Melbourne consultants with wide experience in building structures, foundations and the underpinning of buildings; Mott, Hay and Anderson, international consultants for tunnels, bridges, power stations, and other works, including London's Victoria Underground Line, the Victorian-Brixton Underground extension and the Mersey Tunnel in the U.K.; Hatch Associates Limited, a Canadian consultant company with a world-wide reputation for tunnel lining techniques, and consultant for the Toronto Transit Commission's underground works; and Jacobs Associates, consultants to the Bay Area Rapid Transit project in San Francisco, and associated with the Snowy Mountains scheme.

John Connell and Associates have recently done design work for the V.R. at Richmond and Hawthorn.

FRONT COVER

Welding most of the Melbourne-Albury standard gauge line into longer lengths is over two-thirds completed and should finish about the middle of next year. The cover photograph shows work near Locksley.

The overall result will reduce maintenance costs by up to 60 per cent and give better riding qualities for trains.

The system used is *thermit welding*, a process invented in Germany around 1900. The V.R. has used *thermit welding* since 1930, although the technique has been updated.

When the standard gauge line was opened in 1962, the rails were laid in 90 ft. lengths; these are now being welded into 1,080 ft. lengths.

Before welding, existing joints are cut out and the shortened rails pulled together. At strategic points, extra pieces of rail—usually about 14ft. long—are inserted to compensate for the loss of rail.

Before each weld takes place, it is essential to know the rail temperature and a special thermometer is used.

At over 90° F., welding cannot

proceed, and under 75° F., the two rails have to be stretched, with the aid of a rail tenser, to allow for expansion in warm weather.

The welding process is a chemical reaction between aluminium and iron oxide with a small amount of alloying elements combined with enormous heat to form steel, thus fusing the rail ends together.

Both ends of the rail are pre-heated and a crucible containing the chemicals placed in position over a sand mould fitted around the $\frac{5}{8}$ in. gap between the rails. Molten metal, at 2,500° C., is then poured in to form a fusion weld.

Later, the weld is smoothed with a grinding machine. To complete the job, the weld is tested by an ultrasonic rail flaw detector.

There are three gangs working on the project. One is near Mangalore, the second near Beveridge, and the third near Somerton. The first two groups are working towards Broadford, covering about 60 chains each week or 110 welds.

Earlier this year, a small amount of welding was done on the western line near Trawalla and Lubeck.

On August 29, most Victorian rail fares and freight rates were increased by amounts varying from 4 per cent to more than 50 per cent. The rises were not the usual *across-the-board* changes, but were selective and varied, and were planned to achieve an approximate seven per cent boost in revenue.

This article explains the background to . . .

WHY RAIL CHARGES HAD TO RISE

"The Victorian Railways annual wages bill has increased by \$19.5 million since January 1969. There is therefore no alternative to increased rail fares, freights, and other charges," Chairman of Commissioners, Mr. G. F. Brown, told the media in early August.

The increases are expected to bring in an estimated \$7.5 million annually, to offset the jump in the wages bill.

However, interim wage increases granted by the Arbitration Commission in mid-August will swallow up \$4.5 million of the increased revenue, and any further wage rises granted throughout the year by the tribunal will completely negate the effects of the August 29 fare jump.

Labour ratio

Wages are currently absorbing about 90 per cent of all revenue received—60 per cent is considered acceptable by most firms. This means that for every \$1 increase given to railway men in their weekly wage, revenue would have to be increased by about \$1.3 million to preserve the *status quo*.

But the specialised nature of a railway system is one reason for this high labour ratio.

Two-thirds of Victorian Railways staff is employed to handle passenger business—yet this source brings in about one-third of the revenue.

Passenger services are *labour intensive*, which makes them highly susceptible to increased costs from higher wages.

Metropolitan passenger services are *essential*, because, to date, there is no other mass method of moving people about a city as efficiently and cheaply as by rail. In the country, many passenger services are provided as a *community service*. The Department has made its feelings on these services known to the Board of Inquiry into Land Transport in Victoria.

For 1969-70, metropolitan passenger services lost \$6.3 million and country passenger services \$10.2 million—yet, despite the advantages

these services bring to the community, the Government has not been prepared to accept their social role and treat them as an extension of their policy by making the appropriate subsidies as is done in other countries.

Another reason for the relatively high labour ratio in railways is that they are completely self-contained. All policing and auditing, operations, etc. are performed by railway staff, as is much of the engineering and

construction work. This is a far cry from the Railways' competitors, who have much of their facilities provided for them from public funds or nature.

Staff trimmed

The obvious answer, critics say, is to trim staff. As late as 1962 the V.R. had 30,000 employees, but only a little over 26,000 by last year. Unless the reduction in staff is met by increased mechanization, services suffer.

Throughout the last two decades, the V.R. has battled to introduce labour saving devices to the maximum extent that its meagre financial allocations would allow—but the Department has been unable to introduce them quickly enough to keep ahead of the inflationary spiral.

This problem shows no sign of easing, as financial allocations from the Government, while staying the same in money terms, are being eroded each year by inflation.

Under-utilization

The Department pointed out to the Board of Inquiry that the Railways were under-utilized in most areas—particularly between major provincial centres where extra traffic could be handled at little increase in direct costs.

The findings of the Board of Inquiry and its subsequent recommendations on the future role of competing transport modes in this State will have a large bearing on future railway costs.

These problems confront administrators every time a fare rise is considered. A problem is to spread the rises equitably—this was done in the last rise.

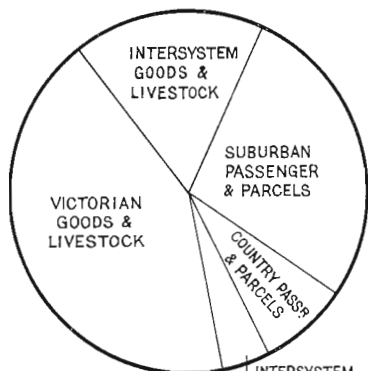
SPREADING THE RISE

Passenger fares were last increased in January 1969 by nine per cent.

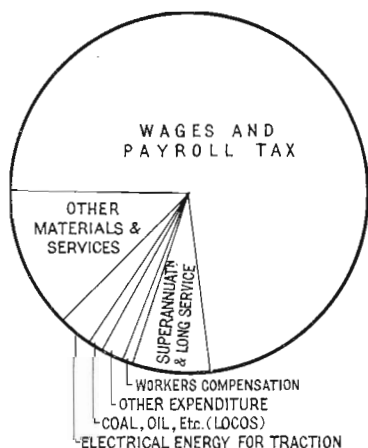
Critics of the Railways have constantly alleged that the way to regain patronage is to cut fares; when the Department tried this—in the early 1960's, when country mid-week

SOURCES OF INCOME & EXPENDITURE

INCOME



EXPENDITURE



fares were cut by 20 per cent—there was no appreciable change in traffic volumes.

If fares were reduced by only 10 per cent, 11 per cent more passengers would be required to produce the same revenue; a 50 per cent fare cut would need a doubling in patronage; and so on.

The problem then, is how to get the most value from a fare rise without discouraging customers.

Metropolitan

Metropolitan single and return fares were increased by a flat 15 per cent. This rise is expected to bring in over \$3 million, and should close the deficit gap on metropolitan operations by about 50 per cent.

Off peak fares were increased by about 23 per cent. This was achieved by a different method of computing them—the former 30 per cent discount for off peak travel was reduced to 25 per cent. Because of the relatively small charge for these tickets—under 86 cents—it was felt they could stand a higher percentage increase. Similar concessions are rare on competing transport modes.

The time of first trains for *off peak* travel was altered back from 8.55 to 9.30 a.m. A survey had shown that some firms had changed their starting time so that employees could

travel to work on *off peak* tickets; the earlier time had been introduced to give people the opportunity to be in town for early shopping, particularly sales, but the loss of revenue on weekly tickets could not be tolerated.

Metropolitan Sunday excursion tickets were abolished. Started in 1937 to encourage Sunday travel, recent use was very small. Because the costs of Sunday operation are ultra-high due to heavy penalty rates and fares were low, the concession could no longer be continued. Sunday travel is now at week-day fares.

To protect family interests, special family tickets (for two adults and four children under 16 or one adult and five children under 16) were introduced between any two metropolitan stations for Sunday travel. The rate is about two adult fares for journeys to Melbourne, but if passing through is the sum of the journeys to Melbourne.

Periodical tickets were increased by between 15 per cent for the biggest selling periodical, the weekly, and 19.9 per cent.

The longer term periodicals were increased by differing amounts to remove anomalies. Previously, there had been an almost negligible rise in cost for periodical tickets for a

journey over 20 miles. Also, some yearly tickets were unrealistically low in relation to weekly tickets.

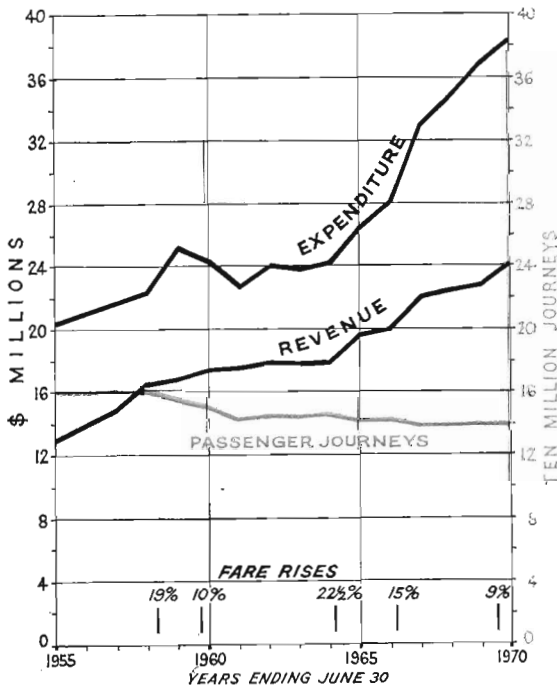
School term tickets were increased by the standard 15 per cent. Most term tickets are now re-imbursed by the Government to parents or are tax deductible.

Two line fares, which were not increased in the previous rise, were again unchanged in an attempt to reach a *through mileage* rate. As each rail fare incorporates a *flag-fall charge*, for use of facilities, the present method of adding fares together for two line journeys, unnecessarily penalized the traveller.

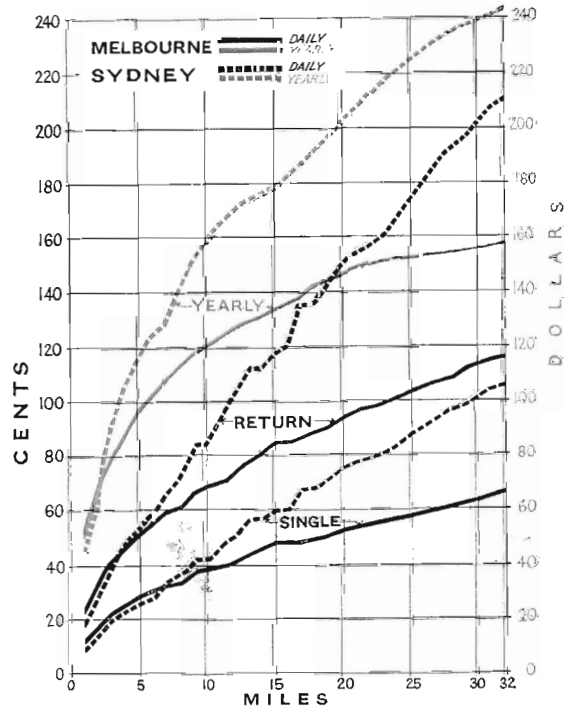
The *outer commuter zone* was extended from 32 miles to 62 miles, bringing to these stations the benefits of weekly tickets. Substantial commuter travel is developing within this radius which includes towns like Warragul, Kyneton and Geelong.

In extending the range of the commuter zone, rates in the intermediate fare zone, for journeys between 32 and 53 miles from Melbourne, were adjusted to make the transition from metropolitan to country fares. A major problem with similar fare tables in the past has been the unrealistically low periodical fares from commuting centres such as Geelong. A Geelong-Melbourne yearly ticket, for example,

EFFECT OF METROPOLITAN FARE RISES



MELBOURNE AND SYDNEY METROPOLITAN FARES COMPARED



has been raised by 30 per cent—but is still just a little over \$20 dearer than a Frankston-Melbourne yearly.

Country

Country single fares were felt to be at a sufficiently high level in relation to other costs and were not increased. *Return fares* were computed on the basis of single fare plus 75 per cent instead of single fare plus 50 per cent as in the past. This gave a rise of about 17 per cent, but the anticipated extra revenue—\$500,000—will do little towards offsetting the losses that these services incur.

Sunday excursion fares, which were unrealistically low in regard to the heavy penalty rates for Sunday work, were altered to the basis of single fare plus 10 per cent. This increased them by about 50 per cent, but they are still low fares.

A survey of Sunday travel showed

that only one in three passengers bought excursion tickets—the rest paid full fare, the majority of them making week-end journeys.

Parcels

Parcels rates were increased by about 20 per cent; the minimum charge being lifted from 15 cents to 25 cents.

Despite this rise, our parcels rates are now similar to those of N.S.W. Railways, and, following the recent postal rises, remain below P.M.G. rates.

Freight rates

Except for superphosphate, no freight increases exceeded approximately 10 per cent.

Superphosphate rates were lifted by 30 per cent; even after the increase, the rates are still much lower than most other railway systems.

The depressed state of primary industry was taken into account when the rises were framed. No increases were made to wheat and wool rates; however, other grains, such as oats, barley, etc., were brought up to the same as wheat, re-establishing a common *grain rate*. Average increases were limited to about four per cent.

Other rates were increased by 10 per cent with the exception of border district rates, hauling and placing charges, and traders' freight contracts. This means that there was no increase in the charges for the big tonnages of groceries, hardware lines, electrical appliances, clothing, beer, sugar, etc., carried from Melbourne to country areas.

This exemption was designed to assist country consumers in their present difficult economic conditions.

VANDALS

AMERICAN ANSWER TO VANDAL PROBLEM?

The American magazine *Trains* reports an interesting attempt by Western Maryland Railroad officials to stop vandalism against their trains in Baltimore.

Officials decided to give free rides to a country area for kids from inner city areas. The idea was to show the kids that the railroad was not a big, bad machine to throw stones at.

A farm museum, 35 miles out, was chosen as the site for the experiment. Food, insurance and medical cover was arranged. The railroad even had to hire passenger cars to run the trains.

Five trips ran last August and over 1,800 people travelled—missing was disorder and vandalism.

The total cost was only a little more than one item of vandalism that prompted the original idea. There has been a payoff—although the officials are reluctant to claim a cause-effect victory. But the facts are that police-reported incidence of vandalism against the railroad has fallen to a very low level.

And Western Maryland Railroad officials think their railroad is suffering less damage than other Baltimore carriers.

'COPTER PATROL

New York's Metropolitan Transportation Authority (M.T.A.) is using two helicopters in an attempt to curb vandalism on Long Island Railroad and Penn Central property.

The helicopters work with rail-

road police cars on the ground, and are fitted with police radios and air-to-ground public address systems with sirens.

The first four weeks of patrolling from the helicopters was effective, *Railway Age* reported.

BRING BACK THE 1863 ACT?

EXTRACT FROM RAILWAY ACT. 1863.

THROWING STONES AT RAILWAY TRAIN A FELONY.

XLV. If any person wilfully and maliciously cast, throw, or cause to fall or strike against, into or upon any Engine, Tender, Carriage, or Truck, used upon any Railway, any wood, stone, or other article, matter, or thing with intent to endanger the safety of any person being in or upon such Engine, Tender, Carriage, or Truck every such person shall be guilty of felony

XLVI. Every person convicted of a felony under this Act shall be liable to be sentenced to IMPRISONMENT WITH HARD LABOR for any term not exceeding TEN YEARS.

With the seriousness of the vandal problem, perhaps it is time to resurrect the Railway Act of 1863, portion of which is reproduced above. An earlier Act promulgated in England for the same felony against railways there, threatened "transportation to the colony of New South Wales".

LINES FROM OTHER LINES

ADVANCED PASSENGER TRAIN

Two major developments by British Rail which are attracting worldwide interest will take shape in test prototype form this year. They are computerised train control and the 150 m.p.h. Advanced Passenger Train (APT).

These are the most spectacular of many projects being developed at the BR Technical Centre in England. The Centre, on a site of 20 acres, is thought to be the most comprehensive of its kind in the world, covering research, engineering design and development, workshops and supplies.

Recently opened is a test rig, with six huge electrically driven rollers in a pit 200 ft. long and 20 ft. wide, which can simulate speeds up to 200 m.p.h. in stability and riding tests on the rolling stock of the future. Extensive resonance and vibration testing equipment, and a clean-room for testing hydraulic systems, are other features.

First items to go on the roller rig will be two skeletal structures representing APT power cars. Tests of these frames will form an important part of the development programme of the unique APT suspension system, designed so the train can negotiate existing curves at speeds 50 per cent higher than conventional design trains. A novel

mechanism tilts each coach gently and independently on curves, countering sideways thrust to give passengers a smooth ride at all speeds.

Two test frames have been made by Metropolitan-Cammell, which is also building the structures of two power cars for a four-car experimental train, APT-E. These will appear later this year with two trailer car structures now being made by English Electric to operate together in development work over a special 14-mile test track.

Simultaneously, two prototype trains will be designed and built; they are expected in public service in 1974. Initially, APT is being designed to run at up to 155 m.p.h., with average speeds between city centres of more than 100 m.p.h.

COMPUTER-CONTROLLED INTER-CITY TRAINS

When in service between major cities in Britain, computer-controlled express trains should give the railways an advantage over its major competitor—the private motor-car—in both comfort and time-saving, for distances over 70 miles. It should also be very keen competition for domestic air services.

Computer-aided track-to-train information and control system (another project of the Technical Centre expected to be seen in experimental action this year) will presumably be incorporated in this new generation of trains. Heart of this new system is a special-purpose computer developed by the Electrical Research Division of the Centre.

The computer, installed in the locomotive or power car, is programmed at the start of each journey by a punched card with safety information specific to the train; this comprises weight, length, braking performance and maximum permitted speed of the slowest vehicle in the particular train. During the journey, information about such factors as signal aspect, gradient, and

speed restrictions is fed to the computer from a track communications system. This information is transmitted to the train inductively through parallel conductor wires between the running rails, and received by an antenna beneath the train. The computer relates this information to that fed in by the punched-card programme, and then displays the resultant maximum permissible speed on the train's speedometer.

Wherever the train is on its journey, a section of a scale in the driving cab will be illuminated to show maximum permissible speed for the train on that length of track. If the train exceeds the maximum, an alarm sounds, and, if no action is taken, the brake is automatically applied five to ten seconds later. The computer can also provide the driver with other information, including the next point at which a new speed limitation will be imposed.

In addition, this train control system incorporates two-way voice communication between the driver and the central control point. During 1971, the complete control system will be thoroughly tested, using six trains fitted with the safety computers, over about 30 miles of line that have been wired for the electronic communication and data channels.

TASMANIA GETS BELL BAY LINE

The Commonwealth Government has agreed to provide money for Tasmania's new Bell Bay rail link, estimated to cost \$3.5 million.

The 22-mile line will serve an alumina refinery and two wood-chipping plants. Associated works with the new line will include upgrading 80 miles of existing railway, new locomotives and rolling stock.

The complete project is estimated to cost \$14.7 million.

The new line will bring T.G.R.'s route mileage to 531.

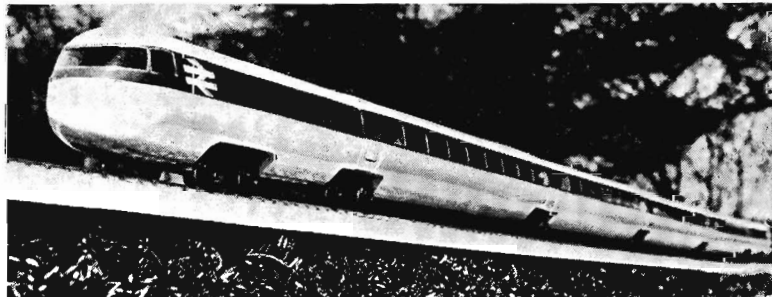
SIX CONTAINERS ON ONE WAGON

Canadian National railroad, in the throes of a container boom—it expects five times as much container traffic this year as against 1969—is experimenting with a wagon that carries six 20 ft. containers.

A special 89-ft. long wagon has been built with a recess between the bogies. This space takes four containers (two deep, two long); another two are placed above the bogies.

CN management see the *six-in-one* as helping to control rising costs and maximize containerization potential.

Railway Age



Scale model of British Rail's Advanced Passenger Train.

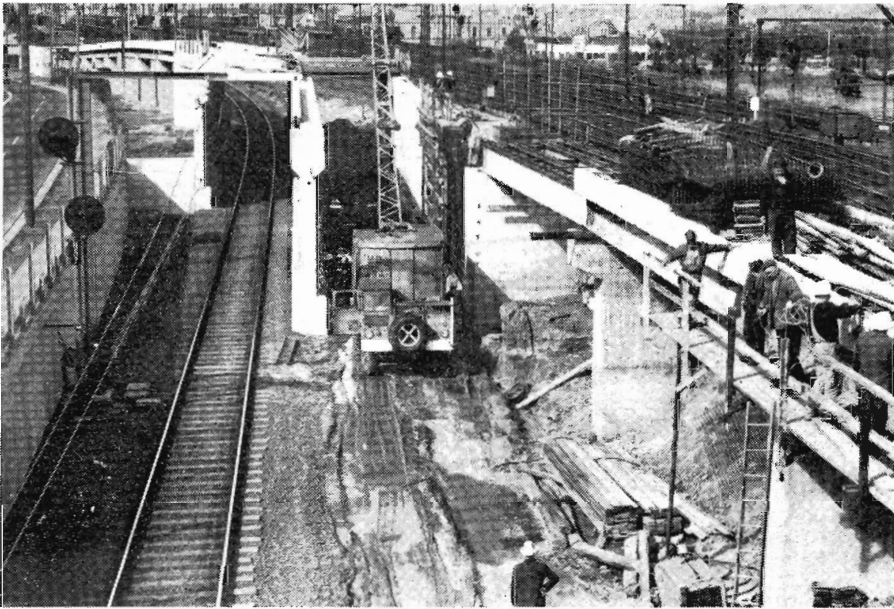
THIRD TRACK PROGRESS

By the middle of next month, travellers on the Box Hill line will see the start of the final stages of the most extensive metropolitan rail works program undertaken in recent years.

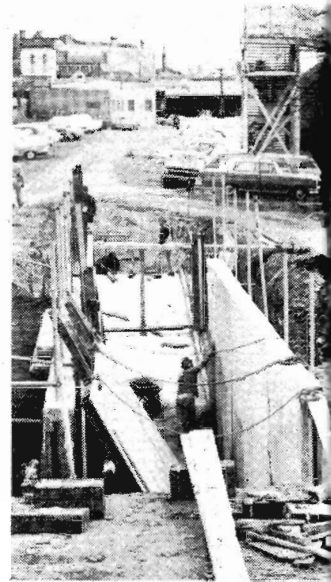
By then, a third line will have been provided between East Camberwell and Surrey Hills, and the present *from Melbourne* line will be taken out of use and re-signalled for two-way running as the new *centre* line. The third track will be extended to Box Hill and opened for use early next year.

With all three lines in use, there will be more express running because of the greater route capacity. Under maximum loading, which cannot be achieved until the underground loop is completed, the Box Hill – Melbourne line will be able to carry more than 50,000 people an hour in the direction of the peak flow; it would take more than 15 lanes of freeway to move the same number of people by car.

At Elgar Road, near Box Hill, the crossing has been grade separated (see June *News Letter*, pp. 88-89); at Chatham, platform works are continuing (August *News Letter*, p.121); and third track works are progressing steadily between Burnley and Hawthorn.



Concrete work of Richmond flyover will be completed next month.



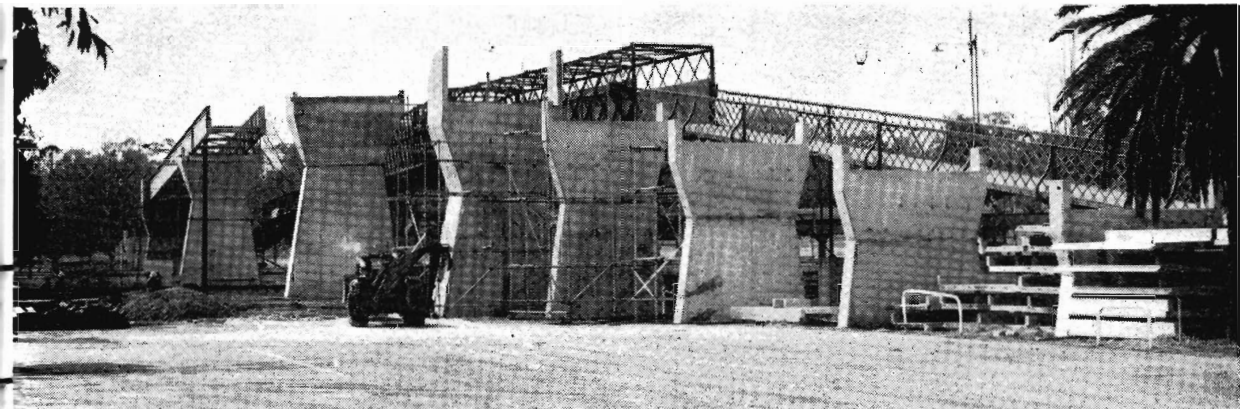
At Surrey Hills, a new pedestrian footbridge; and the to Melbourne New station buildings to replace



The third track moves from the north to the south side between Chatham and Surrey Hills.



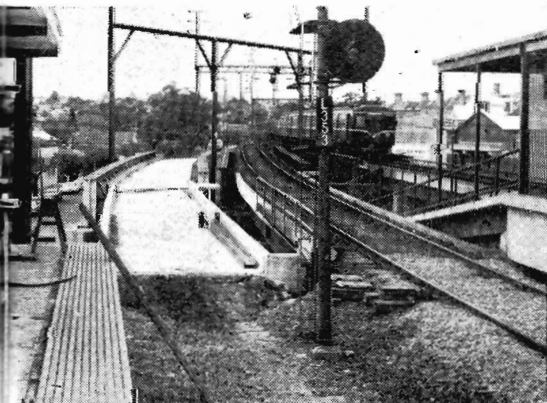
East Camberwell–Canterbury. Signals for the third line are already in position.



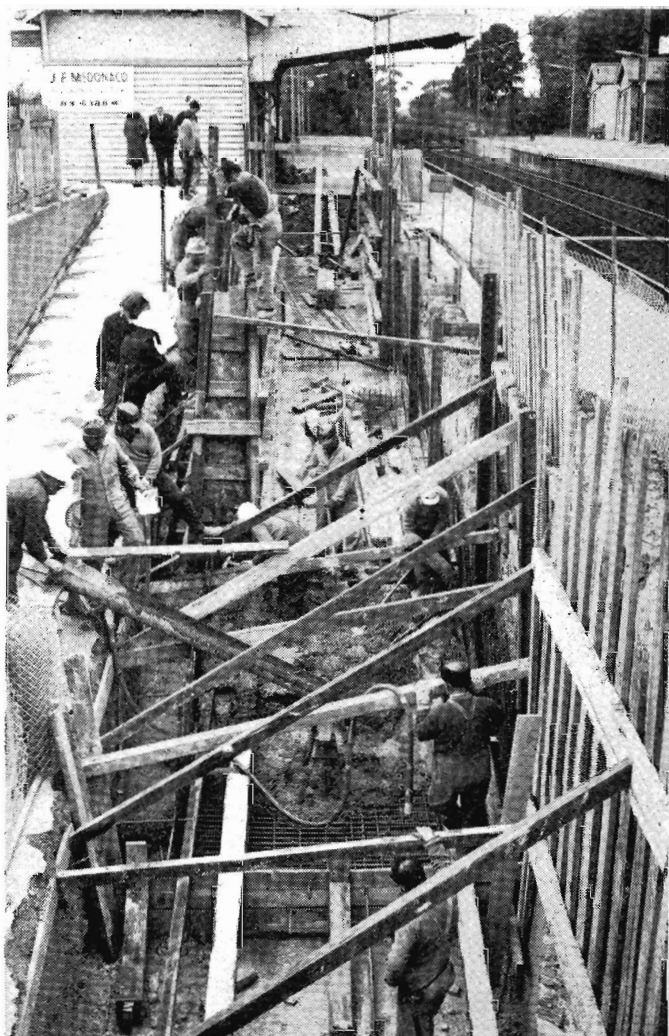
New footbridge to M.C.G. will be finished after the football season. Lattice steelwork from old footbridge will be transferred to new one.



subway, at the Box Hill end of the station will replace the existing platform. The existing platform will be converted to an island platform. Work at the Union Road end, will be started shortly.



At Canterbury the extra platform and track over Canterbury Road are nearing completion.



Mont Albert work is centred on a new subway to the future island platform which will be used for interchange purposes between express and stopping trains. Work on new station buildings for this platform will start early in November.



That traveller next to you in a crowded train . . . looks a normal person. . . but is he/she? In this Age of Aquarius and psychoanalysis, when psychologists tell us of the anti-social tendencies that are present in a crowd, your ever-alert editor, with the help of publicity writer Russ Hopper, has decided to chronicle the types of travellers you could share your next journey with.

No doubt, at some stage of travelling you have encountered our friends listed in the

GUIDE TO THE SOCIAL STANDING (SITTING?) OF MELBOURNE'S TRAIN COMMUTERS

Probably the most commonly encountered personality—though considered the least harmful, no matter how annoying, would be **the giraffe**. He is the character who reads everybody's newspaper but his own. Usually identified by a long, flexible neck and shifty eyes. After a few months' practice can probably read your newspaper from two or three paces away.

- **The scrounger**, endemic at terminal stations, is relatively widespread throughout commuting zones. When well-adjusted passengers make their quick exit from the train, this type lingers behind in the hope of snaring a discarded newspaper. Usually look as though they could well afford one of their own, but that would probably mean rising earlier to buy a paper before travelling.

- **The messy smoker**. Plenty of this type abound. They light up, blow smoke in your face and drop ash with gay abandon. Usually chain smoke. Not worth challenging—anyone who needs to smoke with such ferocity and abandon usually has a problem that won't be solved by saying: "Look here, but . . ."

- **The lounge room traveller** is the most obnoxious of our commuters—and is predominantly the male of the species. Usually he bolts into the train as, or before, it stops, hurtles into a vacant seat and then spreads his legs and paper to doublewidth as if he were in his favourite lounge chair.

Displays callous indifference to passengers inconvenienced by his spread. A challenge is often met with a dirty look or language that does a member of Women's Liberation proud.

His masculinity can only be defeated by leaving a door open during cold weather . . . unfortunately, cannot be beaten in warm weather . . .

- **The unhappy standee** rates highly on the Richter Scale. Because he missed out on a seat, he places his bag or brief case fair and square in everybody's road, then implants himself never to be moved, come hell or high water—or other passengers.

To display his annoyance at standing, he sprays his newspaper around like a conductor's baton and manages to tickle your nose, brush your hair or come dangerously close to your eyes.

Chatting him about his boorishness doesn't work—but an accidental elbow to the ribs or other suitable area when the train lurches often has a therapeutic effect.

The leaner is among the elite of obnoxious commuters. No matter how much room is available, this character manages to deflect himself to incredible angles with no visible means of support other than the victim.

Corrective measures are best applied during deceleration by quickly removing your support—the resultant apologies should be supported by discreet chuckling.

- **The monkey** appears to have studied the works of the great philosophers, for most of his journey is undertaken in a pose resembling meditation or death. Sees





no evil if women stand, hears no evil said about him and is impressively silent in rebuttal.

Was originally thought to be a mummified species but no obvious decay (other than in manners) is evident.

- **The coquette**, the female of the species (vive la difference!). The incredibly attractive mini-skirted bird who manages to cross her legs at the precise moment all the males in the carriage blink or are otherwise distracted.

Usually brightens train travel on winter mornings but anathema to students near exam times and to cross-word fanatics.

- **The bird watcher** is the traveller who watches the feminine form throughout the journey. Exists in various degrees of sophistication. Highest level is an art form in itself and requires inspection without apparent detection. Lowest level is uncouth ogling that is not far from police intervention.

Reward for the sophisticates is recognition, for the other end of the scale it is often an unlady-like remark that precludes further interest.

- **The afternoon shopper** has the knack of travelling in crowded trains with a volume of parcels that would require a parcels van to shift efficiently. Intent on protecting herself against pilferage, the proud possessor of the packaging experts proficiency proceeds to build herself a pyramid. Frequent glares deter would-be sitters who contemplate covetting the space occupied by non-revenue producing items.

Cure is too drastic to mention here.

- **The avenger**, according to psychologists, is a person craving acceptance. To the passenger he is the Sir Galahad in a society that is increasingly losing its ability to communicate with its co-habitants.

The avenger is the person who inadvertently drops his briefcase from the rack onto the surly character who refused to give his seat to a pregnant woman; the character who tests the breaking strain of your shin when the train lurches if you have been unkind to other passengers; who steps back at the wrong moment and upsets a traveller laden with parcels if those parcels have reposed on the seats—in short, the avenger of all wrongs to commuters.

True identity is rarely confirmed, but often suspected.

- **The gallant**, these days, is a misfit in our society. By offering his hard-won seat to females, opening and closing doors and generally being pleasant to travel with, the gallant quickly finds himself the centre of circumspect conversations as to his motives.

He is usually dismissed as a heretic and banished from mind as an oddity.

- Last but not least come the **seat-at-all-costs** customers. With a display of barnyard behaviour straight from your neighbourhood piggery they covet seats or any space big enough to secure a resting place.

The cure? Plague them with piles!

Yes, train commuters have many personality traits—but if you think they're bad . . . wait until you drive to work!



AMONG OURSELVES

Saved eye

The value of the Department's first-aid course was proved at South Melbourne station on July 18, when, in the words of a doctor at Prince Henry's Hospital, "the treatment received at the station and the speed of getting the victim to hospital was a major factor in saving the boy's sight in his badly damaged eye".

The unpleasant drama unfolded at South Melbourne station as the 4.18 p.m. train to St. Kilda was about to leave. Junior Station Assistant Ken Bailey had just given the guard the **all clear** when he heard glass breaking; a passenger reeled from the train holding his face and several youths ran from the platform.

Ken helped the injured 17-year-old across the pit to the station offices; on the way, the youth said he had been hit with a beer bottle. Station Assistant-in-charge, Ted Riley, who had come to the platform to see what was happening, grabbed the station pistol when told of the attack, and ran after the group responsible. The gang, of about eight youths and four girls, scattered and fled in different directions when Ted appeared at the top of the ramp.

He returned to the station and telephoned for police, who were quickly on the scene and detained some suspects. An ambulance was also summoned.

Meanwhile, Ken was administering first-aid to the victim; he was badly cut around one eye and ear, and his eyeball was slashed.



Mr. Bailey



Mr. Riley

"I'd only finished my first aid course a couple of weeks earlier, so I had a few ideas on what to do," said Ken, recalling the incident. "I bandaged him up and kept pressure on the cut to stop the bleeding."

"The ambulancemen commented on Ken's good work when they arrived," said Ted, "but they expected the young lad to lose his eye."

The attacker later appeared before the Children's Court.

For both men, it was the first such incident they had encountered in their railway career.

Ken has been in the V.R. for only seven months; all of it at South Melbourne. Ted has been at Brighton Beach and Balaclava before transferring to South Melbourne in June.

For a good cause



Mr. Trevena and Mrs. Gold.

Clerk Gary Trevena of the North-eastern Accounting Office never

Eighth prize



These lucky nine from the printing works dispatch section shared eighth prize in a recent Tattersalls consultation. Each fortnight, the excess from their tea club money is used to buy a lottery ticket and this was their first win after many years of trying. The nine—(left to right) Jack Green, Arthur Williams, Harry Monk, Neil Rawlings, Peter Broeder, John James, Bill Goodwin, Ron Carroll and Ken Hudson—shared \$610.

realised what he was letting himself in for when he took on the presidency of the Brunswick-Coburg Chapter of the Jaycees: he has ended up sponsoring an entrant in the Royal Victorian Eye and Ear Hospital Building Fund Quest.

The Eye and Ear Hospital is currently running a Golden Girl quest to raise money for rebuilding—and Pascoe Vale housewife, Mrs Laurie Gold, is one of the entrants. Local Jaycees have given support, and Gary, as president, gained many pleasant and official duties, as well as dreaming up many fund raising ideas.

Rebuilding a hospital takes a lot of money, so their ideas have been big. They include a pop concert, a hay-ride and bar-b-que, a chicken and champagne dinner, performances by Cilla Black and Liberace, and they have cornered the front rows at the production of *Hair*.

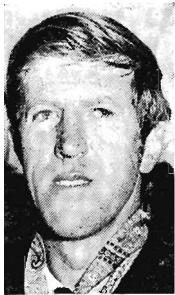
In his six years in the Jaycees, this is the first time Gary has ended up as an entrepreneur. He has helped organise sharebroking and investment courses and a road safety seminar, but a pop concert and the like is definitely new ground.

If any railway men or women would like to participate in any of the planned events, and know that their money is to go towards a good cause, then Gary would be happy to hear from them on auto 2384.

Landslips and sand drifts

John Kearney, District Engineer for the Ararat area, has a domain of extremes.

His area of responsibility stretches from Patchewollock to Portland and



Mr. Kearney

the problems of keeping a railway in order reflect the climatic extremes that these regions can reach; in 1968, there were sand drifts over the line near Rainbow, and this year there were landslips along the Casterton line.

John joined the V.R. in 1954 as a pupil engineer and gained his Bachelor for Civil Engineering (B.C.E.) from Melbourne University in 1955. He designed the flyover at North Melbourne and the Elsternwick grade separation works before being transferred to the Engineer of Planning in 1961.

In 1962 he was attached to the Structural Design Division, then made District Engineer, Eastern, for four months in 1964. When the Ararat District was formed late in 1964, John was transferred there as District Engineer.

The major task during his last seven years has been the relaying and upgrading of the Ararat-Portland line, which cost more than \$3 million. The line was relaid with 94 lb. rails in 225 ft. lengths.

Drought relief also brought work to the district. Up to 300 men were employed at a time, and 600 gained employment while the works, on the Hopetoun line, lasted. The 23 miles from Warracknabeal to Beulah were relaid with 90 lb. rails from the north-east line.

He is also a Government-sponsored member of the Glenelg Regional Committee, formed to promote the region. The committee has 12 members; six appointed from Government departments and six from local shires.

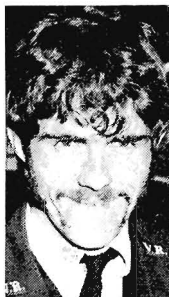
For relaxation John enjoys a game of tennis or golf.

Fitzroy fan

Hamilton Signal Assistant Terry McGrath, who plays half-back flank for Hamilton Imperials, is a loyal Fitzroy supporter; he hopes to play football for "The Lions" one day.

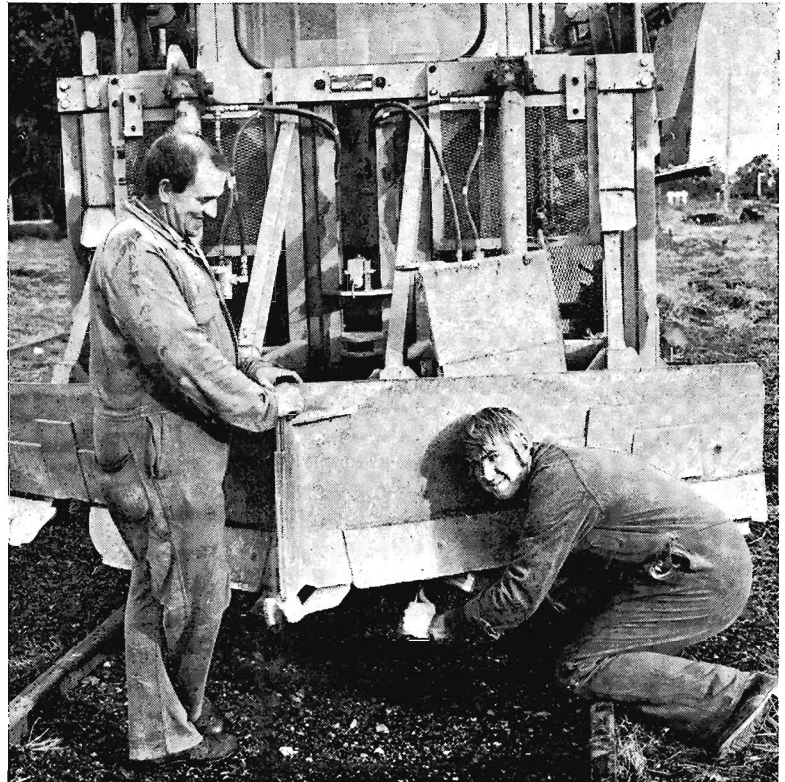
Last season he played a couple of games with Ararat but was cleared to Hamilton Imps. at the start of this season when transferred from Ararat to Hamilton in his job.

Local football-following railwaymen say Terry



Mr. McGrath

Chasing cockatoos



Alex Trigg (left) and Peter Christian make adjustments to a ballast regulator at Dunkeld before setting out to do re-packing work on the Portland track. A lot of work in the Western, Mallee and Wimmera Districts is repairing cockatoo damage to the tracks. The birds forage amongst the ballast for food, and have been known to kick the ballast up to eight feet from the track.

shows a lot of potential and could make V.F.L. ranks if he continues to improve.

Hamilton Imps. are coached by former Essendon star John Somerville, and Terry says John's coaching has taught him a lot.

Terry joined at Ararat as a station assistant three years ago, and was made a signal assistant before being "cleared" to Hamilton. He hopes to get an A.S.M.'s certificate so he "can get a transfer to somewhere in the Hampden League area and be eligible to play for Fitzroy".

At the moment, he is in Collingwoods' zone. Would he play for them if approached? "I'd certainly consider it," the loyal Fitzroy supporter answered.

Versatile Marion

Flinders Street Outwards Parcels Office has a highly interesting personality—Mrs. Marion Bentley.

Intensely interested in community work since coming to Australia in

1966, Marion is secretary of the St. Albans Community Youth Club, an adult worker with that organisation, on the Sunshine Youth Advisory Committee, and teaches ballroom dancing. And that's just part of her story.

Recently, the Governor, Sir Rohan Delacombe, after cancelling his garden party as a result of the Government's austerity campaign, expressed a wish to see some youth clubs.

One of those chosen was the alleged trouble prone St. Albans club. Marion denies that the area is as bad as its reputation, and adds that all that most youths want is somewhere to go and have their problems discussed rationally, as well as somewhere to enjoy themselves among people of their own age.

Because the Governor wanted to mix informally with the youths, his aide-de-camp went first to inspect the



Mrs. Bentley

area. After the inspection, he asked Marion whether the tyres on the Governor's car would still be inflated when it was time to leave. "I couldn't resist it," said Marion, "so I replied that the tyres would still be up but I could give no guarantees about the rest of the car . . .

"And just then, one of the younger children rushed up to the aide-de-camp and asked for a donation to the St. John's Ambulance Brigade. He got it, too."

Marion had done some community work in England before migrating to Australia, but her interest is much stronger here because fewer people are actively involved in Victoria.

Acting is another of Marion's interests—she is secretary of the St. Albans Little Theatre. Last year the group won third prize in the Kyneton Drama Festival. Marion received an honourable mention for her role as the mother of Billy Liar; *Listener-In's* reviewer stated that she had mastered the Yorkshire accent very well—little realising she was a Yorkshire-woman.

British Railways drivers, plate-layers and stationmasters are in her family. She worked in the Leeds Parcels Office from 1951 to 1966, before migrating. Her background of parcels work got her to Flinders Street, where she is a clerical assistant.

The bulldog breed

League talent scouts move far and wide seeking new stars.

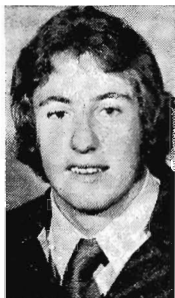
Footscray Football Club's spotters found a likely-looking flanker at Maffra and asked him to try his talents in the big smoke.

John Nye, 17, was brought to Melbourne by the Bulldogs to play in their Under 19's; but too late to meet the residential qualifications, so he goes home to play with Maffra each week to keep in form.

His talent was readily shown when John was prominent in the centre for VRI in the recent match against API. He was a driving force and his constructive play was a delight to watch.

Footscray wanted to find John a position as a sales representative but he found that father knows best. Mr. Nye Snr., A.S.M. at Maffra, was sure that John would be better in the railways.

Employed in the Traffic Branch Accountant's office at Head Office, John has been with the VR since March this year and is enjoying every minute of it.



Mr. Nye

RETIREMENTS

ACCOUNTANCY BRANCH

Mortimer, G. H., Cashier's, 30/7

ELECTRICAL ENGINEERING BRANCH

Ward, S. H., Overhead Division, 29/7

ROLLING STOCK BRANCH

Andreea, G., Newport, 17/5
 Atkinson, A., Newport, 28/10
 Bennett, K. C., Echuca, 10/6
 Bruce, J. M., E. R. Depot, 13/7
 Bulpit, S. R., North Melbourne, 25/10
 Campbell, C. V., Ballarat North, 24/6
 Cartledge, S. T., Ballarat North, 30/6
 Cockfield, J. A., Bendigo North, 1/6
 Courtis, A. R., Geelong, 28/10
 Dolman, J. F. S., E. R. Depot, 2/8
 Foreman, A. H., Newport, 30/7
 Garlick, C. W., South Dynon, 14/7
 Hickey, E. J., Jolimont, 19/7
 Hill, P. E., Ballarat North, 31/7
 Hott, J. F., Jolimont, 24/10
 Kennelly, J. W., Newport, 23/10
 Kozuck, A., Jolimont, 4/10
 Martin, L., Newport, 21/7
 Morse, R. E., Maryborough, 25/6
 Papa, C., North Melbourne, 20/7
 Rimmington, C. A., Ballt. Nth., 18/10
 Taylor, R. F., T. L. Depot, 23/7
 Walsh, J. L., South Dynon, 8/6
 Watson, W. T., Ararat, 21/7
 Wilson, D., South Dynon, 9/7

STORES BRANCH

Price, F., Newport Workshops, 27/7
 Tana, M., North Melbourne, 15/10

TRAFFIC BRANCH

Chatters, L. D. J., Melb. Goods, 5/10
 Griffin, J. C., Dynon, 30/10
 Howse, C. R., Flinders Street, 2/8
 Kelly, L. J., Melbourne Goods, 11/10
 King, P. J., Glen Waverley, 6/7
 Massin, J., Melbourne Goods, 15/10
 Mitchell, J. P., Melbourne Goods, 3/10
 Morelli, C. A., Flinders Street, 5/10
 O'Donnell, W., Melbourne Goods, 28/7
 Reaper, A. W., Yallourn, 11/10
 Stansen (Mrs.) C. M., R'wood East, 4/9
 Sumser, M., Spencer Street, 18/8
 Tom, W. H., Ballarat, 22/10
 Zanelli, N., Shepparton, 26/10

WAY AND WORKS BRANCH

Blackman, A. J., Spotswood W'shops 19/7
 Bray, W. T., Dandenong, 27/10
 Carmody, J., Geelong, 27/8
 Craig, C. C., Shepparton, 21/10
 Dwyer, E. J., Meeniyah, 13/10
 Hamill, H., Sandford, 25/10
 Hunter, B., North Melbourne, 15/7
 McKinney, G. W., Inverleigh, 21/7
 Palazzolo, A., Fairfield, 3/10
 Rossignuolo, G., Spotswood W'shops, 1/10
 Waddleton, W. T., Irymple, 4/10

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Cavanagh, G. W., Newport, 29/7

TRAFFIC BRANCH

Donnellan, I. M., Dynon, 15/8
 Hume, J. J., Melbourne Yard, 5/8
 Osborne, F. R., Flinders St., 26/7
 Stamp, R. J., Melbourne Yard, 6/8
 Wilson, P. W., Flinders Street Yard, 15/8

WAY AND WORKS BRANCH

Cruickshank, E. C., Caulfield, 28/7

Institute News

LIBRARY OF ART

Visitors to the V.R.I. Library at Flinders Street will find that it has changed into a miniature art gallery with an exhibition of paintings by a railwayman.

Around the walls are several water-colour and oil paintings, the work of Jiri Musil—George to his friends. Seascapes, landscapes, the *Paris end* of Collins Street, the tranquil beauty of a pastoral scene at Mt. Macedon or Powelltown—these are his works.

All George's paintings, including those in the library, are for sale. And George, being a railwayman, has priced his works modestly, to suit the railway pocket. Most are under \$30.

Czechoslovakian-born George always aspired to paint, and studied art at the Prague University from 1938 to 42—difficult years, most people will agree. Because of the war, the University closed and the tutors were forced to conduct private classes.

In 1947, George went to Italy and sold coal for a living. Oil heaters quickly arrived on the scene and George was out of a job until he joined the Trieste police.

He migrated to Australia in 1955, and following a period of picking fruit around Mildura, joined the railways. After gaining a safeworking certificate, he was posted to Korumburra, where hard times again caught up with him. He was gored by a bull, contracted encephalitis, and injured his back which necessitated a transfer to a clerical job.

Following this run of outs, he returned to painting for relaxation. In the 2½ years since then, he has submitted entries for many painting exhibitions throughout Australia—and his works have been widely displayed.

Painting for relaxation occupies most of his spare time, but George is happy—he is fulfilling a life-long ambition.

So stop off in the library, look at his works—and, if you buy, both George and you will be pleased.

OVERSEAS TOURS

Following the article in June *News Letter*, arrangements have been completed for Institute members (and dependants) to participate in at least three package tours which will start between December 25 and 27.

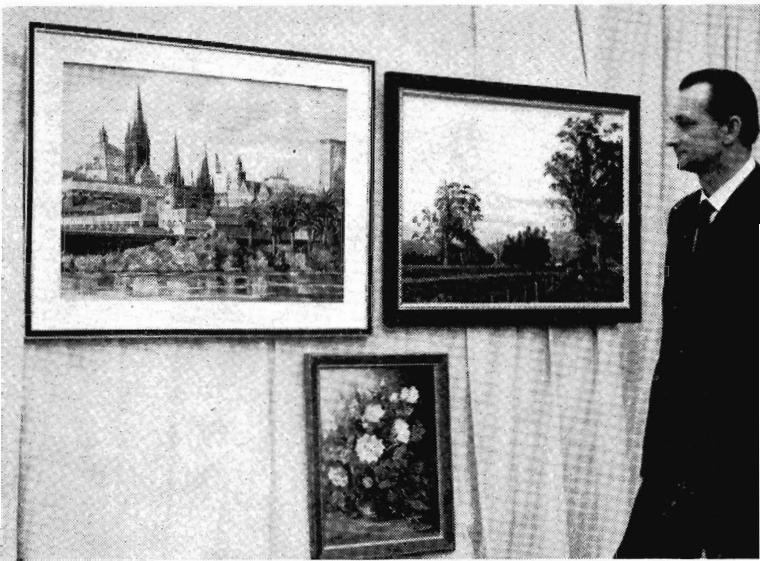
One holiday is a 14-day tour of New Zealand, flying out of Tullamarine jetport at 4.45 p.m. on Saturday, December 25. The departure has been arranged so that members can have Christmas dinner with their family. The tour concludes at Tullamarine on Friday, January 7, 1972, at 6.50 p.m. The all-inclusive fare, covering travel, sight-seeing tours, all meals and top quality motel and hotel accommodation in twin rooms with private shower and toilet, is \$399 per person.

For those who would like to venture a little further away from Australia, then an 11-day Fiji holiday may appeal. This tour leaves Tullamarine jetport at 9.30 a.m. on Sunday, December 26, and ends on Wednesday, January 5, 1972. The cost per person from Melbourne is \$383.00. If the member travels between Sydney and Melbourne by train on the return journey, then the cost would be \$350. Included is all accommodation (twin rooms, private shower, toilet, etc.), breakfast, all cruises and coach travel; lunches are also included when all-day trips are arranged. Numerous restaurants are available for other meals. Please remember that passports are required on this tour.

Bookings for these holidays close at the Institute on Friday, October 22, and a deposit of \$20 per person is required. The balance of the payment should be made one month before departure.

The third holiday is an 18-day tour of south-east Asia, leaving Tullamarine on Monday, December 27, and arriving back on Thursday, January 13, 1972. This tour will include visits to Singapore, Kuala Lumpur, Penang, Bangkok, Hong Kong and Macau. Top class accommodation, all meals, and sight-seeing trips are included in the \$845 fare. A deposit of \$40 is required and bookings should be made no later than Friday, October 29.

Further information on any or all of these tours can be obtained from the Victorian Railways Institute on auto 2445. A copy of the itineraries will be sent on application.



George Musil with some of his works.

ARARAT V.R.I. CABARET BALL



Friday the 13th is not a very good day for superstitious people but it would appear that the stalwarts (and their wives) who form the Social Committee of the Institute at Ararat are not the sort of people who worry about omens. They decided that Friday, August 13, would be the date and the Ararat Town Hall the venue, of the first-ever V.R.I. cabaret ball held in that City. And what a success it was—350 people packed the hall for a great night's entertainment. The evening was a huge social success and the ensuing publicity must help to cement the good relations which exist between the townspeople and Ararat railwaymen.

The Committee—Rex Smith (A.S.M.), Jim Crossthwaite (Train Controller), Alan Butt (Train Controller), Maurie Diggle (Block and Signal Inspector) and John Kerwin (Signalman)—are to be commended for their great effort but special mention should be made of their good ladies, who, with the assistance of Mrs. J. Pianta and Mrs. N. Tosch were responsible for the excellent supper. Guests of honour included the Shire President, Mr. J. Heard and Mrs. Heard, Mr. L. McCallum (Asst. Chief Civil Engineer and a vice-president of the V.R. Institute) and Mrs. McCallum.

by OSS. KEATING

1971 table tennis championship

These championships were, as usual, conducted at the Table Tennis Centre, Albert Park, towards the end of July. Only 29 players entered the various events and, of these, 13 were from country areas. The poor response from metropolitan players was most discouraging to the organising committee, and although special events were included to cater for junior and B grade players, very little, if any, support from competitors in these classes, was forthcoming.

The most interesting feature of this year's championship was undoubtedly the success of Angelo Tabone (Accountancy Branch), in the singles event for the second year in succession, and, later, partnered by Tony Averte, in the open doubles event. The complete list of championship winners is:—Open Singles Championship: A. Tabone (Metropolitan); Open Doubles Championship: A. Tabone and A. Averte (Metropolitan); Country Singles Championship: G. Roiter (Horsham); Restricted Singles Event: M. Carroll (Metropolitan); Restricted Doubles Event: L. Baldwin and R. Rowe (Bendigo) and the B Grade Singles Championship: W. Ernsdoerfer (Metropolitan).

At the conclusion of play, Mr. J. Crouch, V.R.I. Councillor and President of the V.R.I. Table Tennis Association, presented the *L. J. Evans Memorial Shield* to Angelo Tabone and individual trophies to the various winners.

Country carpet bowls championship

Although interest has waned in this type of indoor bowls, a satisfactory entry of sixteen teams, representing Ballarat, Benalla, Bendigo, Geelong, Korumburra and Seymour met in the V.R.I. Ballroom early in August to decide this tournament. It was quickly evident that the Bendigo representatives in both the ladies and mens sections would be hard to beat and so it proved. The ladies championship was an all-Bendigo affair, with the Bendigo 2 team defeating Bendigo 3, 18 to 11. In the mens section, Bendigo were again successful, defeating Ballarat No. 1 in the final, 31 to 16. In the consolation event, the ladies section was won by Seymour and the mens by Ballarat 2. Mr. F. M. Mitchell, General Secretary, V.R.I., presented the trophies to the winners. The help received from V.R.I. Councillors, Des O'Donnell, Jack Crouch, Hedley Taylor and Alan Collins, in



Table tennis champions Angelo Tabone (left) and Tony Averte during a workout.

the running of this tournament, was greatly appreciated.

Intersystem tennis carnival

Applications are now being called for the V.R.I. intersystem tennis team. The next Carnival is in Queensland, April 9-21, 1972.

Applicants should state full name, grade, departmental number, branch and location, together with details outlining name of competition and present standard or grade of tennis played. Applications close on October 29.

All applicants will be invited to attend a series of practices and a squad of eight players will be chosen to represent the V.R.I.

Players selected must be Institute members and will have to make their own leave arrangements.

Applications and inquiries should be made to the Sports Secretary, V.R.I., Flinders Street (auto 2445) or Mr. B. Pearce, Room 140, Spencer Street (auto 1812).

Fencing

Information has just been received that Mr. E. Szakall, a clerk with the Construction Board, has been appointed sectional manager of the fencing team to represent Australia at the 1972 Olympic Games in Munich, Germany. This is the fourth successive occasion on which Andy has managed our Olympic fencers, surely an Australian record in itself. He is, of course, the very

popular and energetic Honorary Secretary of our V.R.I. Fencing Club and it is quite obvious why this club is one of the *big shots* in Victorian fencing. Congratulations to Andy, on his appointment, and we all sincerely hope that the team brings home a medal for Australia.

Intersystem bowls carnival—Perth

The selectors have chosen the following team to represent the V.R.I. at the 1972 Intersystem Bowling Carnival to be held in Perth, from February 22 to March 6:

Q. G. ALDRIDGE, Violet Town; M. T. J. BERRY, Seymour; H. P. BOYLE, Ballarat W'shops.; J. W. BROWN, Head Office; K. J. BRYCE, Ballarat; C. H. CLUFF, Ararat; A. G. COWLING, Spotswood W'shops.; G. K. GARLICK, Spotswood W'shops.; R. C. GRAHAM, Bendigo W'shops.; T. L. HINDSON, Bendigo W'shops.; D. S. HOWARD, Garage, West Melbourne; E. S. HUBBARD, Creswick; C. J. McFARLANE, Spotswood W'shops.; K. M. M. POPE, Metro. Stalls; R. A. SAWERS, Bendigo W'shops.; A. J. SCOTT, Geelong Loco; P. L. SMITH, Melbourne Goods; D. E. WHITE, Ballarat W'shops.; E. J. WILLIAMSON, South Dynon; L. A. WINNETT, Jolimont.

Indicative of the high standard of bowling of country railwaymen is that half of the players selected are from country districts.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1971

10 CENTS



GETTING TOUGH

In August, we announced our intention of getting tough with passengers who smoke in no-smoking compartments of trains. Apart from the nuisance they create by their refusal to confine smoking to the designated areas, smokers are a major cause of the V.R.'s litter problem.

Recently we extended carriage cleaning to a *between-peaks* service at the city terminals and selected outer terminals. This is because the litter problem is increasing with the throw-away mentality developing amongst passengers.

Cleaning metropolitan trains is costing us about \$660,000 annually—this is much more than it need cost if passengers took a more responsible attitude to litter, and, instead of dropping it in trains, retained it until they left the carriages and then deposited it in receptacles on

stations. After all, litter is usually a discarded wrapping that was carried into the carriage in the first place.

Because of the unpleasant travelling conditions that a litter-strewn carriage gives, we intend to get tough with passengers who litter carriages.

While breaching the no-smoking regulation carries a penalty of up to \$4, littering a train carriage could mean a fine of up to \$40!

Before any campaign against untidiness by passengers is undertaken, we must see that we set an example. If we convince the public that we are concerned about the cleanliness of trains, then they, too, will respond and help keep trains clean.

G. F. BROWN

UPDATE RAIL, SAYS TNT

Modernisation of Australia's railway network is the most urgent transport need, the annual report of Thomas Nationwide Transport says.

The report calls for the Federal Government to give the railways grants of \$40 million a year for five years—half for track improvements, half for modern locomotives and rolling stock.

It suggests that the railways consider transferring interstate services to a Federal rail authority, abandon non-paying lines and arrange for passenger losses to be reimbursed from State Treasuries.

Railways should confine their services to fast mainline interstate and provincial centres, leaving tax-free road operators to provide feeder services surrounding each centre.

LABOUR WANTS RAILWAYS

The ALP spokesman on transport, Mr. C. K. Jones, M.H.R., recently stated that a Labor Government would be prepared to take over debt-ridden State railways.

In the long term, a good suburban railway system was much more effi-

ent than building six-lane super highways, *The Sun* reported Mr. Jones as saying.

He said that the ALP wanted all Australia's Government railways brought under Federal control.

In the interim, he called on the Federal Government to provide money to improve suburban rail systems in preference to multi-lane freeways.

The Victorian Minister of Transport, the Hon. Vernon F. Wilcox, M.P., also called for more Federal help to develop public transport in the cities.

ONLY 48 YEARS BEHIND

Reports of the struggle to get passengers into the skies over America took an interesting turn recently when American Airlines put a piano and seven-piece band, plus crooner Frank Sinatra Junior, into the lounge of a 747 between Los Angeles and New York.

They admitted that the live entertainment was only a "one-night-stand" but said that the piano would remain so that passengers with musical ability could entertain themselves and fellow travellers.

This brings to mind that pianos for the travelling public were introduced into Australia in 1923—when Com-

monwealth Railways installed them in their first-class lounge carriages.

Even today, the piano has proved a popular conversation starter for travellers making the long journey through Australia's Nullarbor Plain. *The Indian-Pacific's* piano is available from Sydney to Perth, rivalling American Airline's 747 jaunt.

While the Railways had the initiative back in the 1920's it looks as though the airlines could swing ahead with a piece a *two-upmanship*—a rival airline is considering topless hostesses.

UNDERGROUND WORKSITE WAS SPORTSGROUND

The East Melbourne worksite for the ramps to Melbourne's underground loop railway was part of the venue, half a century ago, for a grand final football match—which was abandoned because of a severe hail storm.

The venue was the East Melbourne Cricket Ground, which was situated at the corner of Wellington Parade South and Jolimont Road—on railway land.

To complicate matters more, the ground was scheduled to be demolished two days after the final, thus preventing a replay there. It was required for stabling electric trains which had then just been introduced to Melbourne.

Footscray and Williamstown contested the abandoned 1921 grand final; the rematch on the following Saturday at Fitzroy saw Williamstown take the flag.

The East Melbourne ground saw other notable sporting events.

In 1920, another final had finished sensationally. Footscray led by five points as the final bell sounded. At the same time, North Melbourne forward Bill Considine marked the ball about 50 yards from goal. The

FRONT COVER

Round-the-clock operation is the catchword of the V.R., and especially so in the hump yard. From 11 p.m. Sunday until 2 p.m. the following Saturday, humping is continuous—except for a daily three-hour maintenance period.

The new lighting in the yard makes the area almost as bright as daylight as another wagon rolls into the yard and towards the record figure of 8,740 wagons humped in a week.

umpire ruled that he should take the kick—a goal would have meant victory for North.

Thousands of spectators swarmed on to the ground, and despite the efforts of umpires and police, the game had to be called off. When replayed the following week, Footscray won by four points.

Normal occupants of the ground were Essendon and Melbourne City Football Clubs and the East Melbourne Cricket Club.

The area had always been railway land and approval to lease it to the sporting bodies was given in 1860 by the then Minister of Lands, Dr. Greaves, after the presentation of a petition signed by many prominent citizens.

Two of the signatories were R. W. Wardill, then and for many years afterwards, secretary of the Melbourne Cricket Club, and H. C. A. Harrison, "father of Australian rules football".

Prior to becoming a sports ground, the area was known by the unimpressive title of Captain Lonsdale's Paddock. Captain Lonsdale was Magistrate-in-charge of the Port Phillip Settlement before the arrival of the Colony's first Governor, Charles Joseph La Trobe.

In March 1887, a unique cricket match took place there when a visiting England team and an Australian Eleven were shuffled and two teams selected—non-smokers and smokers.

Five years later, when an England team again visited Australia, a game was organised against East Melbourne who were allowed extra batsmen. The famous W. G. Grace was one of the players.

UNDERGROUND STAFF

The Resident Engineer for the Melbourne underground rail loop project has been appointed—Mr. Arthur Cairncross, B. Sc., M.I.C.E.

Recently arrived from the U.K. with his family, Mr. Cairncross is an associate of the firm Mott, Hay & Anderson, a member of the engineering consortium for the underground project (see September *News Letter*, p. 131).

He was resident engineer for the Runcorn-Widnes Bridge, the longest arch built for 30 years, and the second Mersey Tunnel together with motorway approaches and interchanges. In the last year



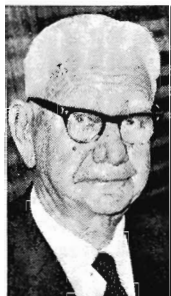
he took part in the planning of the Liverpool Loop, a new underground railway for the Merseyside Passenger Transport Authority.

Another position in MURLA has been filled. Mr. G. Gordon Bennett, B.C.E., M.I.C.E., M.I.E. (Aust.), Deputy Chief Engineer of the Railway Construction Board, has been seconded to MURLA as its Deputy Chief Engineer, Railway Activities.

Mr. Bennett will deputise for MURLA's General Manager and Chief Engineer on railway activity aspects of functions being performed by the consultants, the Railway Construction Board and the Railways staff.

Mr. Bennett joined the V.R. in 1926 as a pupil engineer, and held many positions before being appointed Superintending Engineer of the Railway Construction Board in July, 1965.

He worked for London Transport—on the London Underground—for two years.



Mr. Bennett

RELAYING

Last month, a 28 man relaying gang started upgrading the 54½ mile Ararat-Maryborough line—closed from 1959-66. It is replacing the old 22 ft. long 60-lb. rails with 80-lb. rail welded into 90 ft. lengths. Some sleeper renewals, track surfacing and ballast deficiencies are also being attended to.

About 30 miles of the track will be upgraded this financial year and the total works will cost more than \$900,000. The gang has just completed relaying the Heywood-S.A. Border line.

The relaying had become more urgent because of the age of the rails—most date back to 1887, with only a small amount of relaying being done in 1939—and because of the growing and heavy traffic that is being handled over it.

SMOKING

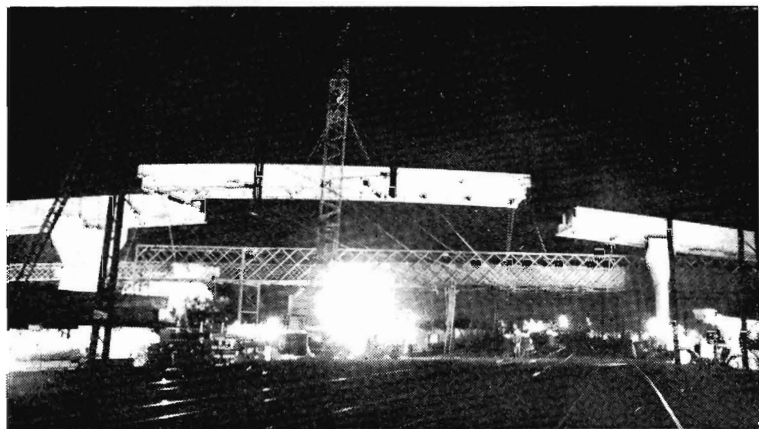
Letters to the Editor is not a normal segment in *News Letter*, but this letter from Mr. A. E. Smith, of Flinders Street booking office, gives some interesting background to the item about London Transport cutting back smoking areas on its trains and buses.

"... For some years," he wrote, "certain trains on the metropolitan and district lines comprising six cars have been formed with four non-smokers and two smoking cars. Eight car trains have, indeed, been equally divided while seven car trains have four non-smokers. Doubtless, it is in the case of seven and eight car trains where the further restrictions will be made.

"On the buses, smoking in the lower saloon of double-deckers has been banned, to my knowledge, since 1946 and possibly much longer. Most of the single deck buses brought into use in latter years have carried a complete ban on smoking since inception . . ."

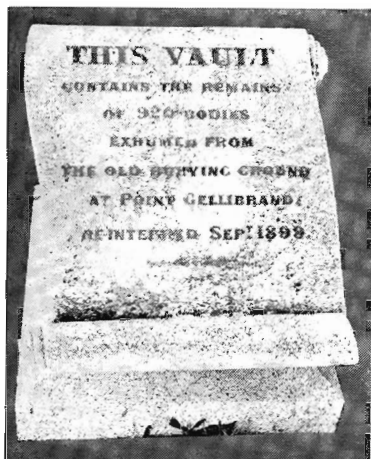
Mr. Smith was formerly a divisional inspector with London Transport.

New footbridge



The 96-ft. centre span for the new footbridge between Melbourne and Richmond was positioned early on Sunday, September 26. Two side spans of 126 ft. were placed earlier, and now that the football finals are over, the footbridge will be out of use for a month while the new bridge is finished. With the approach to the Burnley lines flyover passing underneath, it was necessary to raise the footbridge by 12 ft. to give the necessary clearance.

The Victorian Railways built...



AUSTRALIA'S LARGEST MASS GRAVE

by Kevin Baker, M.P.R.I. (Aust.)

The first official cemetery in Victoria—that at Point Gellibrand—was reclaimed by the railways, towards the end of last century, for Williamstown Pier goods yard.

The original land had been enclosed within the railway boundary since the opening of the Williamstown railway in January 1859 and formed part of Williamstown station yard.

This led to the Railways seeking to move the graves, then estimated to be about 100—there were only 50 headstones—to a new site. During the exhumations, however, remains of 920 persons were found.

Williamstown Council agreed to provide the necessary land in their cemetery at no charge provided other costs were met by the Railways.

This was agreed to and the remains were placed in a deep vault in the present Williamstown General Cemetery, Champion Road; later Newport Workshops was built opposite.

The re-interment was in what is still the largest mass vault in Australia.

Measuring 31 ft. 3 in. long and 19 ft. 3 in. wide with brick piers at each end, the vault has old 60 lb. rails concreted on top and a three-tier railing all round. All old tombstones and two obelisks were re-erected on top of the vault.

More than 70 years later there is little deterioration.

Two of the headstones, still preserved are:

- **Thomas Sutton**—the first of the licensed pilots of this port. Mr. Sutton's son was Secretary, Williamstown Racing Club, at the turn of the century.
- **William Moore** late Conductor Commissariat Dept., East India Co.

The oldest grave was that of Donald Smith of Scotland; he died March 10, 1842.

Plague

The original site was chosen when the 703-ton British ship *Manlius*,

flying the yellow *plague* flag, arrived in Hobson's Bay on February 14, 1842, with 245 passengers. It was the nearest available spot with soft soil. During the 116 day voyage, 8 births and 61 deaths occurred at sea.

Isolation

Nature of the disease which caused the deaths was not recorded. The ship was placed in isolation off Point Gellibrand, Williamstown, and a quarantine station formed there.

A notice in *The Port Phillip*

Herald of February 24, 1842, read:

General Notice is hereby given that the ship *Manlius* and the sick camp formed on Gellibrand's Point are to be considered subject to quarantine regulations; and that any unauthorised communications with either will subject the parties to the penalties prescribed by the act.

C. J. LA TROBE, Superintendent.

The sick camp cemetery was, for several years, the burial ground for the small local population and for mariners who died in port. A few warders and many felons from the Williamstown penal stockade and prison hulks in Hobson's Bay were interred there in unmarked graves; Some skeletons were uncovered with irons about their legbones.

No record was kept of the actual number of deaths nor was there a burial register, but it is known that the old cemetery was walled-in by prison labour about 1850.

It was in this burial ground in 1854 that a Scot and an Irish warder duelled with pistols. Neither was injured, as the balls met in mid-flight and became welded together.

Dogs banned

It was customary for dogs to attend funerals until May 1860, when they were banned. Complaint was made that dogs chased rabbits among tombstones during funeral services and that they frequently dug up human bones—some of the graves were less than a foot from the surface and few bodies were in coffins.

By 1888, the old cemetery must have been a sorry site with only 32 head stones visible through the weeds.

The Railways would not spend money clearing it pending the move and Williamstown Council said it



Another of the headstones moved from the original cemetery. In the old cemetery, the grave of Owen Owens was flanked by unmarked graves of two convicts who were escaping by boat when overtaken by another boat under the charge of Owens. In the ensuing struggle, Owens was clubbed to death but not before he had shot dead one of the escapees and killed another with a boathook.



The vault built by the Victorian Railways, as it is today, in the Williamstown Cemetery.

could not allocate municipal funds for use on railway land.

Approval sought

Legal proceedings necessary before the move could take place began in 1888; approval to exhume the bodies was given 10 years later.

Licence from the Solicitor-General (Mr. Henry Cuthbert) was obtained on October 26, 1898, but the Public Health Department said that it would not be advisable to undertake the work during hot weather.

The Argus of Tuesday July 4, 1899, carried the official notice:

"... that after 14 days the V.R. Commissioner (John Mathieson), under power of a license from the Solicitor-General, intends to exhume and remove all bodies in the old Gellibrand Cemetery and re-intern them in the new cemetery at North Williamstown... R. G. Kent, Secretary for Railways".

The exhumations took place between August 28 and October 3, 1899; 73 trips were necessary.

The work was carried out by Undertaker T. Lonsdale, under supervision of the Board of Health, Williamstown Cemetery Trustees and Police. Some Railway workers were also involved.

The work cost \$899 and included \$11 railway labour by inspector Jones for removing spalls and debris.

An official file held in the Railways Estate Office shows that the Acting Engineer for Existing Lines queried a cost of five shillings and eleven pence (59c) for four pannicans at one and a half pence each and five buckets costing one shilling and a penny each (11c).

The amount was later deleted from the costs because this equipment was taken over by the Branch and therefore had to be rightfully charged to general maintenance.

Some of the other charges were:

Attendance of Sexton Seggle for 37½ days at \$1 daily, 544 coffins costing 60c each, and 263 small ones at 35c each.

Free travel

Mr. Hick, Secretary to the Williamstown Cemetery Trustees, reported that the re-interment required his personal supervision to watch registration details. He asked to be given a free rail pass for travel between Newport and Williamstown. This was agreed to, as was one for the sexton, but both cases had to be reviewed every 14 days.

At one stage the water supply failed and it became necessary to break the seal of a Metropolitan Board's tap in the nearby fodder shed so that the bodies being exhumed could continue to be disinfected.

At least one bereaved relative watched the move. Mr. J. McFarlane wrote to the Railways stating that he buried his wife in the old graveyard in 1851 after she died, aged 17½ years, following a miscarriage. He sought permission to check that his wife's remains were moved reverently.

"When I buried my wife nearly 50

years ago, I little dreamed that I would have to remove her remains," Mr. McFarlane continued.

Kept in rum

During the re-interment, two leaden caskets were found. One of the railway workmen is supposed to have accidentally put his pick into one of the caskets and, on seeing a liquid ooze out, put his finger in it.

"It's rum," he exclaimed.

It contained the remains of a female that had been preserved in spirit. The woman is thought to have died aboard ship and her husband wanted her buried on land rather than a customary sea funeral.

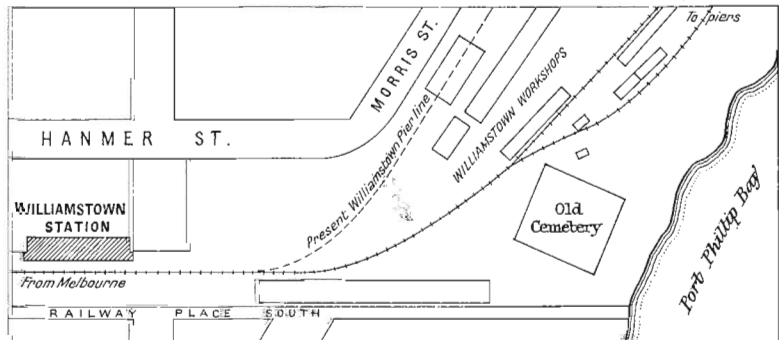
The casket, and presumably the rum, was resealed and buried in the vault.

At the request of the cemetery trustees the Railways provided a tablet for the vault. It was prepared by Chambers and Clutten, costing \$34, and was placed in position in 1902.

It is a marble scroll set on granite with an inscription in "imperishable lead letters".

The wording on the tablet is:

This vault contains the remains of 920 bodies exhumed from the old burying ground at Point Gellibrand, Re-interred Sept. 1899.



Location of Victoria's first cemetery at Point Gellibrand.

NEW LIFE FOR AN OLD BRIDGE

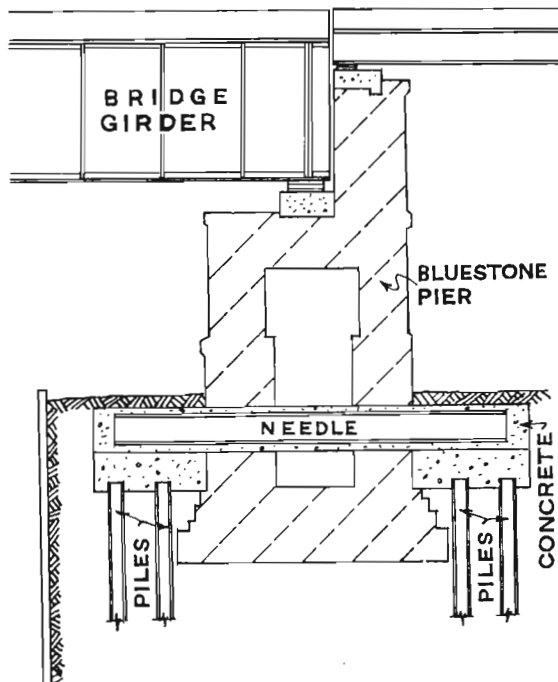
A 110-year-old bluestone bridge over the River Yarra at Hawthorn is one of the larger problems in current works to provide a third track to Box Hill (see September *News Letter*, pp. 136-137). The section Burnley-Hawthorn will be completed later than the rest of the line because of steps taken for the bridge to meet new demands that will be placed on it.

The original single-track bridge was built in 1861 for the Melbourne and Suburban Railway Company's Hawthorn line, by Goldsack and Company. Early plans show the bridge with a stone arch at each end, but it is not certain that it was built this way because the bridge today, and later plans, show a plate girder at the Hawthorn end.

The bridge was altered to take a second track in 1882, and alterations were made to the level of the girders five years later.

In 1912, a new double track bridge was erected on the north side of the original bridge, which was then taken out of use. One of the wrought iron girders was later sold to the Country Roads Board and is now used as a footbridge over Merri Creek, near Bell Street, in East Coburg; the other remains in place.

The appearance of the bridge was altered in the late 1930's when The Boulevard was built as an unemployment relief measure. A new pier was put in on the Melbourne side of the road, and new spans of 55 ft. were installed.



Plan shows the underpinning arrangement for pier 4.

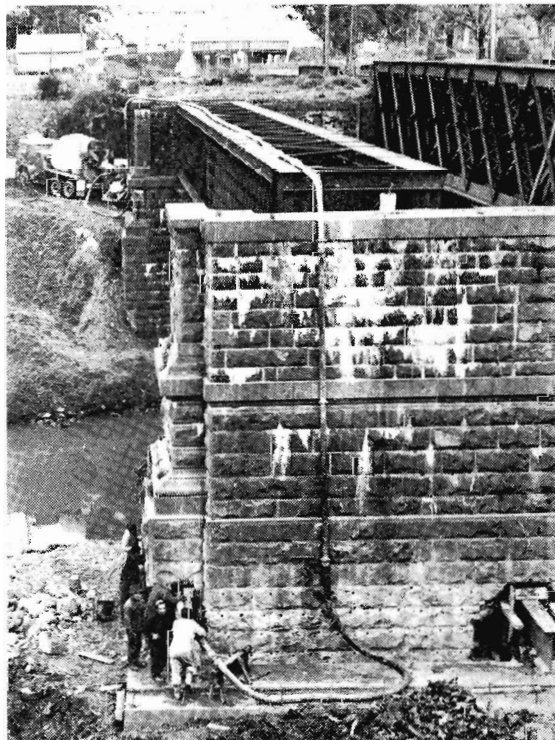
Underpinning

How to strengthen the old bridge to take a third—and possibly fourth—track was investigated by Consultant Engineers, John Connell & Associates, who are one of the engineering consortium for the Melbourne underground loop. They decided on a method of underpinning never before used by the V.R.—inserting steel *needles* (steel beam sections) to increase the area of foundations. The original eight feet long wooden piles had rotted.

New steel piles were sunk on either side of the pier on the Hawthorn side of the river. A concrete cap was provided over the top of the new piles and against the bridge pier. Its top was designed to act as a support for the *needles*.

Holes were cut through the pier and the needles passed through. The *needles* were then jacked up to take the weight of the bridge pier; steel packing was inserted in place of the jacks and the whole area concreted.

The pier then has an inverted U shaped foundation which is adequate to take the loads of the foreseeable future. The top of the concrete cap will be about 3 ft. 6 in. above natural ground level.



Pouring concrete. Trucks pump concrete from The Boulevard across the old (1882) girder and then into the area around the *needles*.

Other works

Pier 1, built when The Boulevard was provided, is being strengthened with three *anchors*. Each anchor can take 60 tons weight, and is made up of 16 *tendons*—40 ft. long high-tensile steel rods .276 in. thick. The *anchors* are placed in holes drilled into the basalt at 45°. They are grouted in concrete for the last 12 ft.

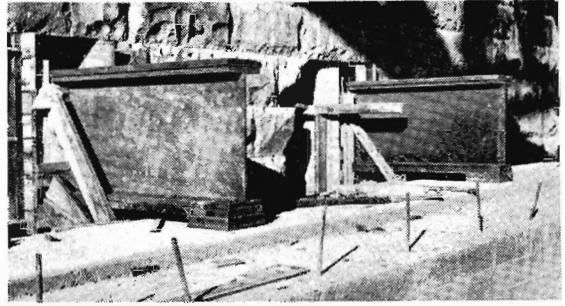
Piers 1 to 4 will also get new *imposts*—the concrete support for the bridge girders.

Pier 5 will be a completely new abutment of reinforced concrete.

Bridge girders

The girder spans are 55, 39, 150 and 40 ft. long. The shorter spans are being manufactured at Newport and Spotswood Workshops from mild steel beam sections, the large girder is being made from rivetted and bolted mild steel by Johns and Waygood.

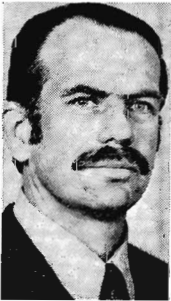
Special Works are handling the work under the direction of engineer Henry Van Ginkel.



Needles waiting for the concrete to be poured.

“RAILWAYS WORTH BUSTING OUR BOILERS OVER”

“The Victorian Railways is an organisation worth busting our boilers over,” V.R. Education Officer, Mr. W. A. (Bill) Hunter, told the Biennial Conference of the Australasian Transport at Officers’ Federation.



Mr. Hunter.

Addressing the August conference attended by councillors and delegates representing all grades of salaried officers in the Department, he said that Railways had a dynamic role to play because they, alone, were the sane answer to Melbourne’s transport problems.

The V.R.’s problems could not be solved by finance alone; the resources of men, money, methods and machines must be managed to the best advantage.

He saw the major role of education as encouraging people to think, and have a pattern for development of themselves, thus contributing to the growth of our business and our community.

Education was simply providing a right atmosphere for people to develop themselves in—right environment—right motivation—continuous encouragement—development of a sense of value.

He described the induction and supervisor training courses in which the V.R. was engaged. Induction courses, however, did not magically take care of new starts for the rest of their career; they needed everyone’s support in practising the principles of humane and skilful management, of growth through contribution.

The clerk who ran messages—and wanted to resign!; the girl, whose supervisor didn’t know her name after four months; the man in the store issuing materials day after day who had no idea of where he was headed; these must worry every railwayman. “Who is leaving them alone?”, asked Mr. Hunter. “In most cases it is hard-working men, honest men, who are too busy to take the time and the trouble. Not the \$10,000-a-year man, but the ordinary Joe, who was right there working with them on the spot”.

Mr. Hunter stressed the responsibility of middle management and supervisors in helping staff develop.

“Until the principles of management guide all of our working actions; and consideration for our fellow beings sets us all on the path of growth, we cannot expect to move into the 70’s and 80’s with confidence, hope or pride,” he said.

JOB WELL DONE

“... Recently I had the pleasure of riding in a refurbished red carriage. The attractiveness of the new woodwork and paintwork, the new seating and polished floors, made for enjoyable travelling. It was also a pleasure to see one of the old carriages restored in such a way, as hand-finished woodwork is becoming increasingly a period piece.

“Would you kindly pass on my congratulations to the people in your organization who restored the carriage, as I feel it reflects the high standard of their workmanship...”

—Mr. J. Young, Hartwell.

(While the Department takes pride in the standard of its workmanship in refurbishing these cars, it wishes there were more people like Mr. Young who appreciated the effort and expense in maintaining these carriages. It is a source of disappointment that in a short space of time, the carriages will be downgraded through passenger neglect and carelessness—Ed.)

TENDER, LOVING CARE

Melbourne’s metropolitan trains are being given extra cleaning when they reach Flinders Street or Princes Bridge stations between peak hours.

Five women—all wives of railway men—have started and the effectiveness of their work is being closely observed by the Traffic Branch and Management Services Division to see whether women cleaners should be employed at all city terminal platforms.

The women dust seats and sweep the floors of as many carriages as possible in the time the trains are at their platforms. Special dusters—widely used in Great Britain—are used; they have an affinity for dust and do not merely flip it around.

To make cleaning easier, passengers are being requested not to board the train until just before its departure.

Women cleaners were first employed for between-peak cleaning at Glen Waverley, Belgrave and Lilydale about two years ago.



Mrs. V. Smith and Mrs. K. Neileruk apply tender loving care and make an old carriage sparkle.

RAILWAYS ON SHOW

At each Royal Show, the V.R. Exhibit is one of the major attractions. Its model railway attracts the attention of passers-by of all ages, and its friendly staff answer queries from the public. Most inquiries were passenger-oriented — particularly about interstate trains and taking cars on the train to Perth.



Everybody likes the model trains. At the first opening, Technician-in-charge, Ken Gent (right) and Chairman of Commissioners, Mr. E. P. Brown, Mr. G. F. Brown.



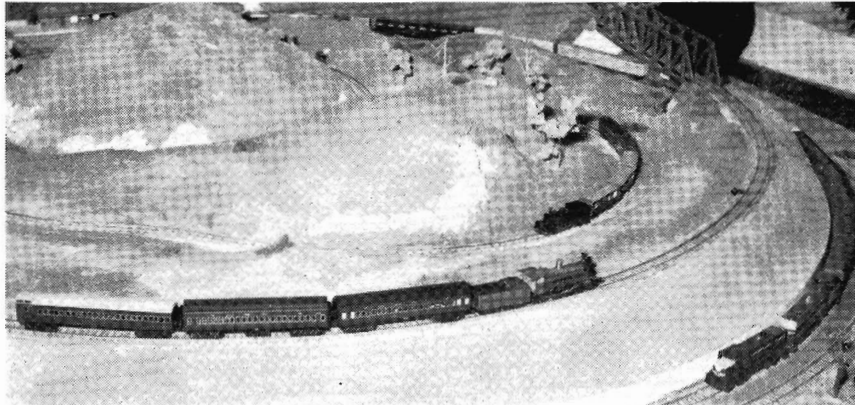
A feature of the V.R. stand is the free identity discs that the Railways provide. Young — and some older — use the discs which have re-united many a straying youngster with anxious parents — or served as an open introduction.



▲ Special visitors to the exhibit the Hon. Vernon F. Williams took a close look at the "million dollar kangaroo" Commercial Agent Charles...



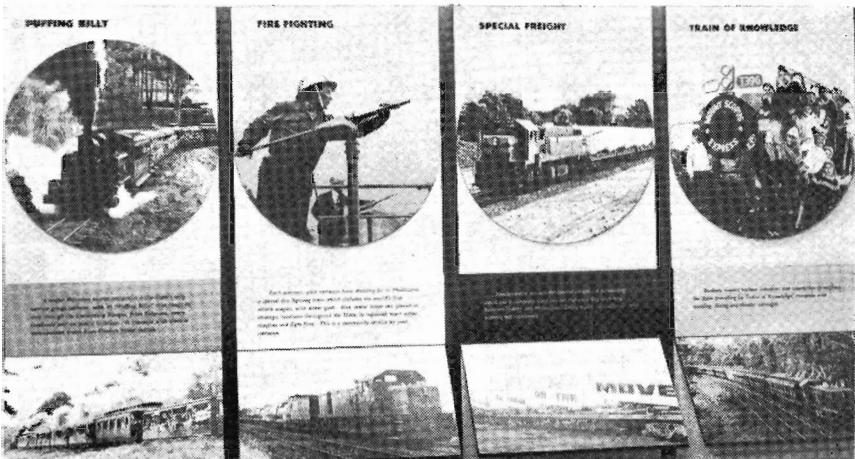
Check-out before the doors showed them off to Deputy Gorman (left), and Chairman,



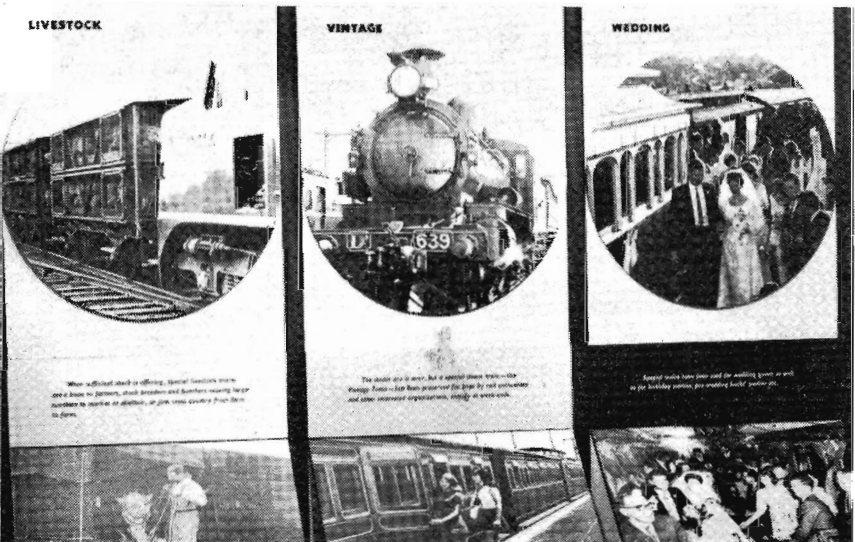
A new model train this year is a replica of the *Vintage Train* (centre), with a D3 locomotive. With *Puffing Billy*, they are the only steam locomotive models at the Show, but next year's display will include a replica of a turn-of-the-century *Sydney Express*. Theme of the 1972 exhibit will be "Over a century of service".



Exhibit were the Minister of Transport, Mr. Gorman, M.P., who, with young visitors, was operating model railway; and the hostess, Skippy, who was welcomed by Mrs. Gorman and Hostess Glenys Barlow.

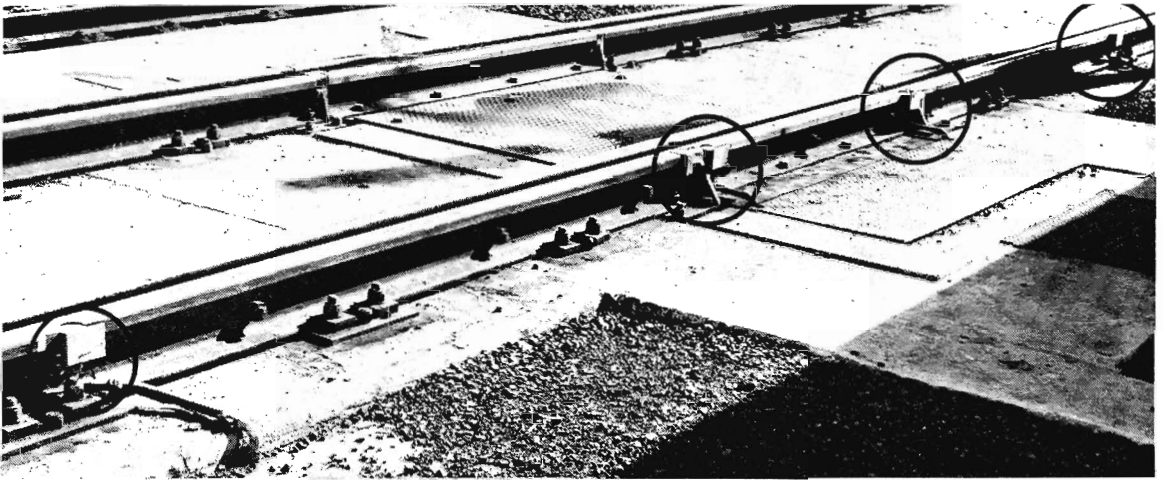


◆ Display panels featured the railways ability to run special trains for a seemingly endless variety of reasons.



ELECTRONIC WEIGHBRIDGE IS IN

Australia's first electronic load-cell weighbridge in regular general use was commissioned by the V.R. on September 1.



Both broad and standard gauge wagons can be weighed. Photo shows the four sensors (circled) and the weighing table.

The ultra-sensitive equipment automatically weighs each axle of wagons as they pass over the weighbridge at 5 m.p.h. Special sensing devices determine whether the vehicles have two or four axles; the weights are then totalled and automatically printed on a tape which shows all the wagons on the train.

By weighing coupled wagons on the move, costly delays in separating wagons for static weighing are eliminated.

To ensure the accuracy of weighing, a 66 ft. concrete approach slab on each side of the weighbridge keeps the track level to within 1/16 in. in 25 ft. The weighing table is 5 ft. 3 in. long.

The system determines the number of axles by four sensors (two for each direction). On the approach to the weighing table is a sensor 8 ft. from the sensor at the start of the



Inside the operator's cabin, the weights of each axle and a total for each wagon are shown on the digital indicator. The machine at left (a Keinzle printer) prints the weights.

table. All bogie freight vehicles have axles spaced between 5 ft. 9 in. and 6 ft. apart; this means that a bogie vehicle will have two axles between the sensors before the bridge records a weight. Axles on four wheel vehicles are 10 ft. 6 in. and more apart, so there is only one between the sensors.

While the axle is on the weighing table (only one is at any time), the weighbridge makes several calculations of the weight and averages them out.

The measuring equipment was tested up to a 25-ton load in one ton steps. At 24 tons, a 7-lb. weight was added. The machine's digital indicator only shows in 14-lb. divisions and with the odd 7-lb. weight was continually changing from 0 to 14 lbs. A further 2-lb. weight was added and the equipment immediately registered 14 lb. When the 9 lb. weights were replaced with a 5 lb., the machine registered back to 0. (Plus, of course, the original 24 tons).

This incredible accuracy is even more impressive when it is realised that the four short steel columns (each about 4 in. in diameter) that are the source of measuring, have a maximum deflection of only .008 in. under a load of 90 tons.

At the start of each day, the weighbridge is balanced to read 0 when it is unloaded. Until balanced again, the weighing equipment will ignore any alteration to the weight of the weighing table as a result of spillage, debris, etc.—up to a maximum of 1 cwt. increase or decrease.

The new system was installed to check against the overloading of vehicles, and, if necessary, enable their withdrawal to prevent delays from hot-boxes.

The equipment is placed in such a position at South Dynon—near the northern junction of the triangle at the Footscray end of the yards—so that any rail vehicle leaving or entering Melbourne, except those to or from Gippsland, could be weighed.



At the commissioning, the Chairman of Commissioners, Mr. G. F. Brown (right), and Mr. Commissioner Hodges watch the wagons move over the weighing table

FLOODS AND FIRES

In February it was floods; in September, fires—and the V.R. is preparing for what appears to be a serious bush fire season in drought-stricken East Gippsland.

In late September, about 20 grass and scrub fires were reported, several of them near, and on, railway property.

The severity of the drought made an early start to clearing around timber bridge piles a necessity. Protection of the timber bridges is of the utmost importance; damage to a bridge could result in lengthy halts to the rail service.

As well as clearing scrub and grass from near the bridges, a total of 27,000 gallons of water has been placed at Bairnsdale, Nowa Nowa and Orbost. Water tanks have been positioned at the larger timber bridges between Bairnsdale and Orbost. At Nowa Nowa, a pump has been added in readiness to lift water from streams should an emergency arise; and the V.R.'s fire trains are on standby.

Just eight months ago, floods damaged bridges (see March *News Letter*, pp. 38-41)—now we have taken steps to see that fire doesn't damage our vital Orbost rail link.

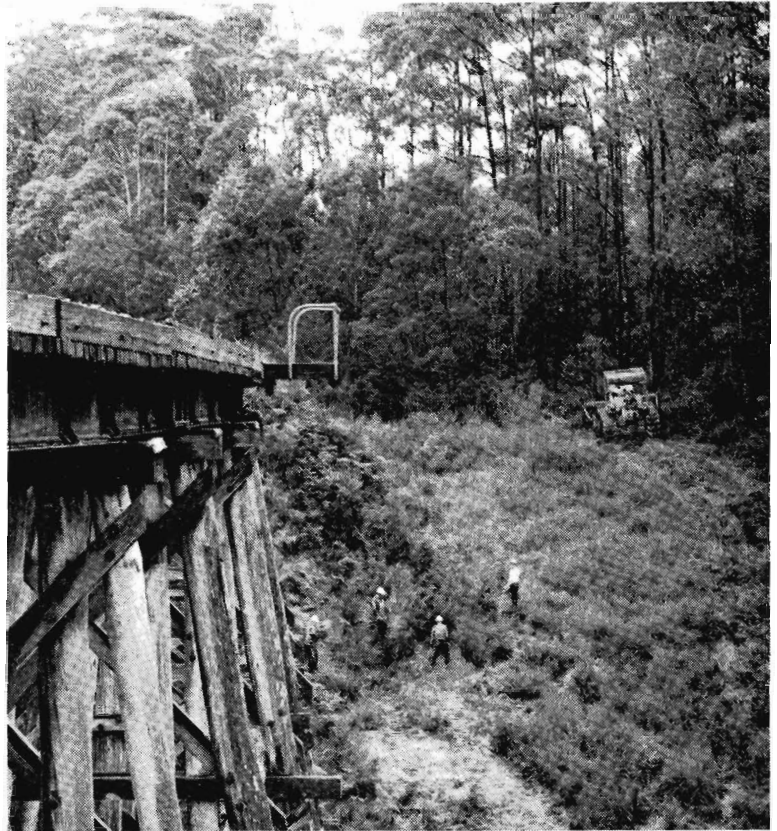
[STOP PRESS—Heavy early-October rains appear to have eased the immediate fire danger—Ed.]

WORTH QUOTING.

"... It seems to me that the invention of the railroad represented unalloyed, absolute progress, for it bound remote areas together, made industrial growth possible, and provided a needed convenience at minimal cost.

"Its negative features were few (land manipulation, coal soot and noise) and were correctable (by better laws and further invention of the electric train). The railroad benefited all men and all nations—and represented creative inventiveness at its best.

"I would judge the car to have been a change which did not necessarily represent progress, because of the enormous problems which it has brought in its wake: strangulation



At the foot of Hospital Creek bridge No. 2, near Nowa Nowa workmen clear undergrowth; a bulldozer works higher up.

of our cities, debasement of our countryside, pollution of our air, and the killing and maiming of our population.

"On balance, we seem to have here a social invention which represented enormous change but not a great deal of actual progress . . ."

—Novelist James A. Michener as quoted in *The Sun*, September 18.

\$30 COLLISION

A South Australian transport driver whose vehicle collided with a train at Horsham in April, was fined \$17 on a careless driving charge, ordered to pay \$13 costs and had his licence suspended for 14 days.

Horsham Court was told by the train driver, Mr. H. Lang, that as he was approaching the Dimboola Road crossing at 18 m.p.h., at about 4 a.m., he saw a vehicle approaching. He did not think it was going to stop, so he continued to blow the whistle and applied the train's brakes. The train struck the rear of the truck.

The truck driver told Mr. Lang that he had not seen the train until it was too late.

DO YOU KNOW THE REST?

A recent letter to the editor of the *Bendigo Advertiser* asked for readers help in completing a verse about the coming of the railway to Myers Flat, near Bendigo.

The known portion is:

There's Moroni over the way
He sells his mutton every day,
He'll find his little game won't pay
That's when we get the railway.

Chorus:

Ri titful roll, ri titful ray,
Ri titful roll, ri titful ray,
Kerang and Raywood railway.

If any railwayman, past or present, knows more of this verse, then Mr. Allan (Llew) Llewellyn, care of the editor, *Bendigo Advertiser*, would like to hear from him.

The completed verse will be presented to the Australian Folk Lore Council.

COMPUTER RESERVATIONS

To speed ticket selling and reduce the labour content of passenger travel, Penn Central has streamlined its ticket selling procedures for the high-speed New York-Washington *Metroliner* service.

The first step was to introduce a computer-based seat reservation system to make rail bookings—regarded as an archaic ritual in the U.S.—easy and convenient.

A ticket transaction now takes about 20 seconds. The ticket seller punches up details of the booking required on the keyboard, and if the

requested journey can be made, the machine receives the information from the computer bank, then prints the combined travel ticket and seat reservation.

The equipment also does all the necessary book-keeping, including a daily cash balance to check the amount that should be in the cash drawer.

Penn Central then introduced ticket vending machines at New York, Philadelphia and Washington stations.

These enable the passenger to

purchase a combined ticket and seat reservation coupon automatically, with direct access to the inventory held by the central computer in New York.

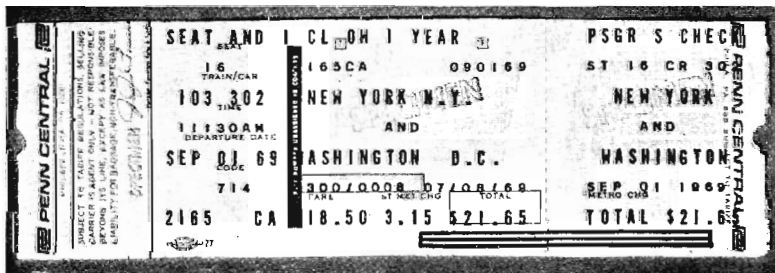
Penn Central does not own the computer that controls its 350,000 *Metroliner* seats each month; it is one of the many controlled by Ticket Reservation Systems which sell tickets for entertainment and sporting events as well.

METROLINERS WINNING

Penn Central's *Metroliners* are winning. Rail passenger travel between Washington and New York (U.S.A.) has risen by 39.5 per cent since the *Metroliners* began running early in 1969. The high-speed trains have also begun to narrow the gap between the volume of rail and airline travel. For 1969-70, total rail travel using both *Metroliners* and conventional trains between the two cities rose 14 per cent above 1968-69, while airline usage declined an estimated one per cent.



The *Metroliner* vending machines, thought to be unique in the world, sell tickets only for the next departure. By dropping a 25c piece into the inquiry slot, a passenger can then select the type of accommodation required. The machine indicates if the space is available and the fare. After the passenger deposits the fare, the ticket is printed and dispensed by the machine. The machine accepts coins and \$1 and \$5 notes.



Combined travel and seat reservation ticket issued for first-class travel from the ticket machine operated by a booking clerk. Second-class tickets do not specify the carriage or seat, although the accommodation is available on the train to meet the tickets sold.

AMONG OURSELVES

CN, UP and VR

Several railwaymen have worked for more than one railway during their life, but few would have chalked up a career like Edward (Ted) McGregor, who retired last month as foreman at Ballarat Workshops.

Ted joined the V.R. in 1926 and gained a fitting and turning apprenticeship. He rose through the ranks of fitter ("I think the only depot I didn't work at was Seymour") and loco. inspector ("I rode them all").

In 1947, Ted took two years leave and went overseas. He worked for a while as a "machinist" (fitter) for the Canadian National Railroad at their Hudson's Bay Junction workshops. "During winter it got to



Mr. McGregor

44 below," Ted recalled, "and trains got stuck in drifts up to their funnels. The railway was the only thing still moving in winter."

He left CN and got a job as a machinist in the Union Pacific Railroad's workshops. "I worked on their — and the world's — biggest locomotives, the *Big Boys*. They were 4-8-8-4's and weighed more than 510 tons, nearly twice the weight of *Heavy Harry*. I was also there during the 1948 World Fair at Chicago when all of America's best locomotives were displayed."

Ted returned to the V.R. and was, for a while, attached to the Superintendent of Locomotive Maintenance's office. During this time the W class were having teething troubles and Ted was one of those who was given the task of making them work properly.

In 1962, the V.R. sent Ted and the present Superintendent of Loco. Maintenance, Frank Martin, overseas to look at all forms of traction. They saw the diesel testing shops at La Grange (GM) and Schenectady (Alco), rode UP's Krauss-Maffei diesel-hydraulics around Denver (5,000 ft. altitude), and saw the Mercedes-Benz production line and much of British Railways.

Ted's father came to the railways from Phoenix Foundry, which built many V.R. locomotives, and was manager of both Bendigo and Ballarat Workshops.

In his retirement, Ted wants to go back to Europe and the U.K.

Show hostess

Hostess for the crowds that thronged the Railways' Show Exhibit was Glenys Barlow, who is an acting hostess on standard gauge trains.

At the Show, her duties were to help children fill out identity discs and answer queries from people.

Glenys likes the job as she enjoys meeting people — particularly children. "They're delightful here—you try to help them fill out an identity disc and many of them want to show how independent they are by refusing help," she said.

Glenys worked as a salesgirl in a frockshop before joining the V.R.



Miss Barlow

12 months ago as a waitress in the buffet cars.

"A lot of passengers are surprised that the trains have hostesses on them," remarked Glenys. "We look after children travelling alone—and there are quite a lot of them—and elderly people. Children are funny; often their parents give them money to spend on food and they usually spend it all on lollies before Albany. We try to see that their money lasts."

With her present task of being a hostess on *Spirit of Progress* and *Intercapital Daylight*, Glenys spends a lot of time in the N.S.W. town of Junee, where the crews changeover and rest.

Glenys' father also works for the V.R.—as a leading hand carpenter in charge of Head Office maintenance.

Ninety "mothers"



Deirdre Roads with a photograph of the sponsored waif, Yong Mee Han.

Attractive 17-year-old junior computerist with the Revision Bureau, Deirdre Roads, really started something when she tried to get support to sponsor an orphan from South-east Asia.

She was hopeful that a few of her workmates would contribute about 20 cents a pay so that they could have an orphan cared for in one of the World Vision homes. Instead, the idea was quickly taken up, and support came from so many people that about 90 from the Accounts

Branch now contribute 10 cents a pay—they only need \$11 a month.

World Vision is one of several organisations that care for abandoned and needy children. The organisation looks after them until they are 18. Deirdre got the idea from some of her friends.

In mid-August she went to World Vision's headquarters to select a child to sponsor—they showed her photograph after photograph of waifs from 13 South-east Asian countries.

"They were giving me the background to each child as well, there were just so many, it made it hard to choose," Deirdre said. "In the end, I just said, 'that one', and pointed to one photograph. He was a Korean boy eight in November—who was found wandering the streets after his father was killed in a construction site accident—they could not find his mother."

Support has been so good that a second child will be sponsored—the men want a girl, while the girls feel that the brother of their first orphan should be sponsored.

Deirdre has been with the V.R. for nine months and is studying matriculation at night school.

Ambulance driver

Sub-foreman of the truck lifting section at Ballarat Workshops, Richard Davies, had an important role to play after *The Overland* was derailed at Bungaree early last month.

Every Monday and second Tuesday Richard is a volunteer ambulance driver with the Ballarat and District Ambulance Service. He is also a well known V.R. first-aider — with 11 certificates and a member of the Workshops No. 1 team for competitions.

On the night of the derailment, a woman called the ambulance service to say that a train had been derailed and there could be people injured. Within 30 seconds, Richard and Ambulance Officer Les Hotchins were on their way to the scene, little realising what they were going to find.

As they arrived, police asked the two ambulancemen to make a check for injured passengers. They went through all the carriages and found few injuries and only one passenger trapped.

A *Ballarat Courier* reporter, Jim Murphy—a former sub-foreman at



Mr. Davies

the Ballarat Workshops—was also at the scene, and the two of them used their knowledge of how the carriage was built to free the jammed door. Rescue operations took nearly 30 minutes but the first words from the woman who had been trapped were: "Is anybody else hurt?"

Richard made a trip to Ballarat Hospital with some of the injured passengers then returned to the scene. "Someone suggested I should look at the guard who most people had forgotten about; when I saw him he was suffering from shock, but cheered up no end when he found out I was a railwayman too," Richard said.

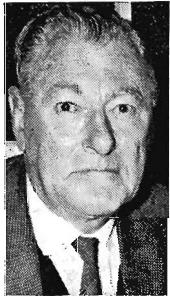
For 10 years Richard has been doing ambulance work and is glad he can help people this way.

He has been with the V.R. for 33 years, but only actively interested in first-aid for the last 11 years.

Busy all the year

"Once winter used to be a quiet period for rail traffic, now its the same all year round—busy," said Bill Tom, who retired as Senior Train Controller at Ballarat on October 22.

Bill's half-century stint with the V.R. started in 1921. He quickly became booking clerk and was posted to Murrumbena and, later, Moreland.



Mr. Tom with many people travelling on them

He went to Murtoa as a clerk and to Dimboola in 1926, where he remained until 1935.

"During the depression," Bill recalled, "the fast goods trains would arrive at Dimboola

trying to go somewhere to get a job. The police checked the trains but the passengers used to hide in the yard. We started the trains away from the station so the freeloaders thought they were just shunting."

Bill spent four years at Camperdown before moving to Hamilton where he was depot clerk. The train control bug got him there and in 1945 he was off to Melbourne as a suburban controller. Events moved quickly, and by 1954 he was the senior train controller at Ararat, a position he held until transferred to Ballarat in 1960.

Bill hasn't got that many memories from his controlling days, except that he worked on the Gippsland control board during the duplication works and that it was very rare for him to get a Christmas Day off.

Bowling greens will see a lot of Bill shortly and he plans a trip to England and Europe next year.

Pride of place



Mrs. Proud

What's it like to work at Victoria's newest station?

Station Assistant Mrs. Betty Proud thinks Hoppers Crossing is great, because of the people there. "They appreciate and respect the Railways," Betty said, "even more than where I was stationed previously".

Leaving Spotswood after four years, Betty's few months at Hoppers Crossing have strengthened her belief that people everywhere are nice, but more so in the "country". The personal touch at Hoppers Crossing is borne out by the garden that Betty and her co-Station Assistant, Peggy Riley, are establishing at the station. Painted tyres that surround the light standards on the platform were donated by a local garageman; the paint was supplied by local people.

"If someone misses a train, they don't mind waiting over an hour for the next," Betty added, "they are grateful to have the train." Hoppers Crossing might only be a dot on the map to most of us but to Betty and the locals it's a nice place to be.

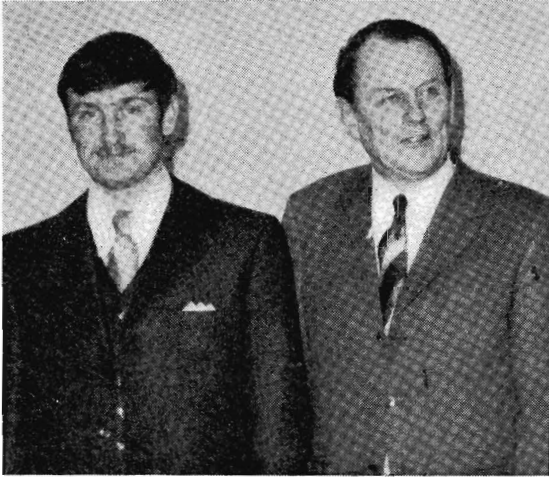
Betty is a keen fisherwoman. She once caught an eel with a fresh water cray attached, in the Sandy Creek at Warragul. The two aquanauts attached to Betty's line put up quite a struggle and it was left to her husband to haul in the unusual catch.

Fond of the River Murray, Betty and family often journey up north for a week-end's fishing and water-skiing. Her five daughters are keen skiers but Betty's one and only attempt at the sport ended in a quick dunking, so no more water skiing for her.

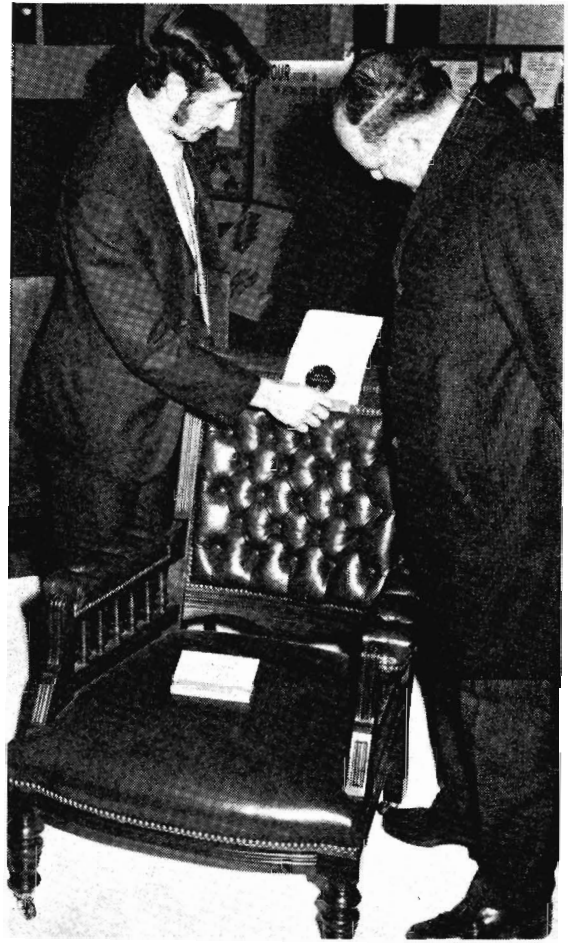
Prize winners



Railway apprentices who were presented with prizes, in July, by Mr. (now Commissioner) I. G. Hodges, Chairman of the Apprentices Advisory Committee. With the apprentices are (in front row, centre) Messrs. R. W. Curtis (Supervisor of Apprentices), I. G. Hodges, W. H. Chapman (Rolling Stock Special Officer), and Mr. J. B. Kain (Principal V.R. Technical College).



Railway apprentices again figured in State-wide apprentice awards. Apprentice Electrical Fitter John Lucas (what better name for that industry), above, won the award for the best apprentice at the Railway College as well as the award for the best apprentice electrical fitter in the State. With John is Mr. Commissioner Hodges, before they left to receive the award from the Governor, Sir Rohan Delacombe.



At right, Apprentice Upholsterer Peter Wilson, shows Mr. G. F. Brown, Chairman of Commissioners, the early-Victorian chair he upholstered to win the State's Craftsmanship Award. Peter was also declared the best apprentice upholsterer in the State.

Both are from the country—John from Robinvale and Peter from Wangaratta, where he plays football for Greta in the Ovens & King League.

RETIREMENTS

ACCOUNTANCY BRANCH

Freihaut, (Mrs.) S., Goods Audit, 13/8

ELECTRICAL ENGINEERING BRANCH

Britton-Stanley, G. E., Overhead Div., 10/11

Giovannini, G., Overhead Div., 23/10

Kimpton, C. F., Light & Power Div., 27/10

McNamara, W. H. I., Distribution Div., 10/11

Wallis, L., Distribution Div., 26/11

REFRESHMENT SERVICES BRANCH

Haldas, D., Flinders St. Cafe, 8/11

Harding, A., Central Store, 7/9

Lacey, T., Newport, 9/12

O'Sullivan, J., Dining Car Depot, 24/10

Warren, (Mrs.) L., Spencer St. Cafe, 9/7

ROLLING STOCK BRANCH

Anderson, F. H., South Dynon, 30/11

Behrens, H. J. W., Newport, 18/8

Bobylew, G., Newport, 12/8

Bounds, E. F., E.R.D., 15/7

Butler, W. A., T. L. Depot, 27/8

Casey, L., E.R.D., 4/8

Castle, G. A., Bendigo Nth., 26/8

Collier, F. J., Jolimont, 30/11

Felip, G., North Melbourne, 2/9

Gillard, C. W., Newport, 2/11

Hodge, H. C., North Melbourne, 5/11

Hulse, G. E., Bendigo North, 8/11
 Kelly, A., North Melbourne, 28/11
 Kelly, B. L. V., North Melbourne, 7/8
 Labson, M. M., Newport, 9/11
 Nachlik, E. E., Seymour, 18/8
 Ndreu, S., Jolimont, 30/11
 Raso, V., Newport, 1/11
 Stephenson, A. J., Newport, 5/11
 Streeter, P. G., Newport, 26/8
 Tropea, G., Shelter Shed, 2/8
 Vann, A. A., Bendigo North, 11/11

STORES BRANCH

Vajta, S., Spotswood General, 18/8

TRAFFIC BRANCH

Carlyon, W. E., Wangaratta, 3/9
 Clementson, A. H., Spencer St., 25/8
 Falcone, S., Flinders Street, 13/9
 Fewster, H. J., Melbourne Goods, 3/9
 Fyffe, W. D., Melbourne Goods, 18/11
 Hargreaves, A. W. J., Spencer St., 23/11
 Lingham, A. J., Flinders Street, 5/11
 Maxwell, M. D., Echuca, 2/8
 Rousch, C. N., Ballarat, 7/10
 Saul, E., Flinders Street, 24/8

WAY AND WORKS BRANCH

Bergin, G. P., Ballarat, 6/11
 Brereton, J. G., Northcote, 10/11
 Daniel, K. L., Spencer Street, 29/11
 Gidman, D., Bittern, 24/8
 Gooding, W. C., Korumburra, 20/11
 Heenan, E., Flinders Street, 8/11
 Isaac, R. T., Spencer Street, 22/9
 Landy, B. A., Birchip, 1/9
 Pozar, N., North Melbourne, 12/11

Rankin, R. L., S & T Division, 17/11
 Russell, B., Echuca, 8/9
 Sandwith, A., Echuca, 23/7
 Scroggie, W. J., Spotswood Workshops, 14/11
 Smaragdiou, K., East Melb., 11/8
 Smyrnis, D., Flinders Street, 16/8
 White, C. A., East Melbourne, 27/11
 White, H. R., Croxton, 1/11

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ELECTRICAL ENGINEERING BRANCH

Webb, N. I. A., Head Office, 29/8

ROLLING STOCK BRANCH

D'angelo, V., Newport, 2/9

Gientler, T., Jolimont, 20/8

STORES BRANCH

Bakos, G., Newport W'shops, 2/8

Barden, T. C., Head Office, 25/8

TRAFFIC BRANCH

Bates, C. E., Melbourne Goods, 27/8

Wilson, H. K., Murrumbenna, 17/8

WAY AND WORKS BRANCH

Eastwood, R. W., Head Office, 25/8

W. CROWE—V.R.I. COUNCILLOR

I feel a little remiss in taking so long to pay a tribute to one of the best known and respected councillors of this Institute, for it was at the end of January last that Bill Crowe, Suburban Guard at Dandenong, after almost 46 years railway service, was forced to call it a day due to failing health. A keen sportsman in his younger days, he took a very active interest in the administration of various railway sporting organisations. In 1945, he became Hon. Secretary of the now defunct Flinders Street Cricket Club and eventually accepted the secretaryship of the V.R.I. Cricket Association, a position he held on his retirement. He attended his first intersystem cricket carnival, in Launceston, in 1948, and since that date accompanied every representative Victorian team either as manager or V.R.I. representative. For his services to railway cricket, he has been honoured with life membership of the A.N.Z.R.I. Cricket Association and the V.R.I. Cricket Association.

While cricket was, perhaps, his first love, Bill also left his mark in other sporting spheres. He was Assistant Secretary of the V.R.I. Football Association a member of its executive, a State selector and a member of the tribunal. He was a foundation member of the V.R.I. Angling Club and Hon. Secretary for 13 years. He was elected a member of the Council of the Victorian Railways Institute in 1952, and in 1960 appointed a Commissioner's representative on the council. He served on most of the sub-committees of Council, became V.R.I. Treasurer, and had the honour of being elected Chairman of the Lectures and Classes Committee, the Library Committee and, of course, the Sports Committee. Since his retirement, his keenness and enthusiasm have been missed, and I am sure that his army of friends throughout the V.R., sincerely hope that, in retirement, Bill Crowe will improve sufficiently in health to allow him to continue to watch and enjoy his cricket, and perhaps, be fit enough to help, vocally, of course, the *Tigers* carry off league premierships. [O.K.]

SPORT

by OSS. KEATING

1971 Country Golf Week

As for the past 10 years, Rosedale Golf Club, at Aspendale, was the venue for this fixture. The course was in tip top condition, as some of the scores indicate, and even the weather was reasonably pleasant throughout the tournament. We experienced the odd shower or two, of course, but then if some rain did not fall, it would not seem like a V.R.I. Country Golf Week. After the luncheon, at which the participants were welcomed by Mr. G. F. Brown, Chairman, Victorian Railways Commissioners, and Mr. R. M. Wright, General President, V.R. Institute, the General President opened the week's activities with a 150 yard drive straight down the centre following some intensive coaching by Mr. Brown.

The first event, 18 holes stroke handicap, was won by Barry Miles of Bendigo, who returned a net 71 (77 off the stick). Tuesday commenced the teams event and the competing centres were Bendigo and Geelong in the major division, and Bendigo (2 teams), Dimboola (2 teams), Geelong, Ballarat and Traralgon in the minor division. The individual events on this day—an 18 hole stableford in the morning and a nine hole stableford in the afternoon—were won by Jack Mahieu and Jack Marsh, respectively, both from Bendigo. Jack Mahieu returned a score of 47 points for the morning round and Jack Marsh 22 points for the afternoon session. The handicapper was quickly on the job and both these blokes continued the week on a considerably reduced handicap. Wednesday saw the teams finals played in both divisions. In the major division Bendigo repeated last year's win over Geelong, and in the minor division the same two centres were opposed, with victory again going to Bendigo. Congratulations to Joe DeAraugo and his team and to Bill Slack and his boys for their wins in the respective divisions. Thursday, of course, was championship day and some very tight and interesting golf was witnessed. The ultimate winner of the State Open Championship was Len Prior (Bendigo) with a score of 115 for the 27 holes. This score also entitled him to the Country Open Championship and the Country Railways Championship trophies, so his great effort was amply repaid. The Country Minor Championship was won by Howard Humphrey, from Traralgon, with a 27 hole score of 125 off the stick. Howard is one of the

most consistent golfers to attend Country Week and usually manages to pick up a trophy somewhere along the line. The 27 Holes Handicap and the *Jim Barker Memorial Trophy* were won by Bill Brown (Ballarat) whose net score totalled 101½. The presentation dinner concluded a very pleasant week, when the trophies won were presented to the respective winners by newly appointed Commissioner, Mr. I. G. Hodges. Mr. Hodges is no stranger to us here at the Institute, having served on Council, as a Commissioner's Representative, for a number of years. We were delighted to have him as our guest of honour so soon after his appointment. Mr. Harry Hawke, as President of the V.R.I. Golf Club, thanked Rosedale Club for the use of their clubhouse and course and complimented them on the excellence of their facilities. Again it would be inconsiderate of me, if I did not thank Alan Collins, Hon. Secretary of the V.R.I. Golf Club, for his assistance throughout the week, and the various Branch staff officers for their co-operation in releasing staff to, wherever possible, attend this fixture.

Western District Championship

Golfers are reminded that the 1971 Western District Golf Championship, conducted by the Geelong V.R.I. Golf Club, will be played on the Queenscliff Golf Course, Queenscliff, on Sunday, November 28.

Table Tennis

Railway table tennis players appear to be dominating the scene down Warragul way. News has just been received that the V.R.I. A Team won the A Grade section of the Warragul Table Tennis Association and the C Grade Team also won its section of the competition. The A side consisted of John Parsons, Col Gardner and Don McPhie, and in C Grade, V.R.I. were represented by Graham Wakefield, Brian Thorpe and Ray Stubbs. It would appear that this side really staged a great fighting comeback as their opponents in the grand final had beaten them 8 games to 3 in the second semi-final. However, they knuckled down, won the preliminary final and then went on to win the flag 7 games to 4.

MILEPOSTS

1917

Workshops opened at Ballarat North, April, and Bendigo North, November. (Thirteen locomotives built in each shop, 1919-22).

Malamganee (now Puralka)—Mount Gambier (S.A.) line opened, November 28.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1971

10 CENTS



90,000 SEATS

Recently the press carried a report by a prominent Melbourne citizen that we had a system "on which you might occasionally get a seat".

Unfortunately, in some quarters, peak-hour standees do give an out-of-balance perspective to travel by train.

But the solid fact remains that our 138 trains which move the peak-hour masses provide over 90,000 seats.

That means a lot more travel sitting down, for not all passengers

go the full length of the journey into the city; as they alight, other passengers often take their seats.

In fact, many who join their trains at stations quite close to the city do not have to stand.

The seating capacity of our metropolitan trains is worth remembering, for the "you can't get a seat" claim is likely to be thrown at you any time the subject comes up—especially when it's known you work in the railways.

G. F. BROWN

FIRE PLANS

A \$500,000 programme of bushfire prevention has been started by the V.R.

Fire-breaks—along 9,000 miles of railway property—are being prepared, and the V.R.'s water trains are now on standby in Melbourne and Bairnsdale. Water tenders are also at strategic locations.

In addition, reservoirs once used for watering steam locomotives and now holding millions of gallons of water, are at the disposal of the Country Fire Authority.

Another eight fire-fighting trailers have been added to the fleet, bringing the number to 26.

As well, all train crews, trackmen and other staff will keep a constant watch for fires on and near railway property.

NO SMOKING... PLEASE

A 12-month campaign by W.A. Railways to re-educate passengers to confine their smoking to the designated portions, has been so successful that they claim there is now no cause for concern.

The W.A. Railways magazine, *News Letter*, said that the mainstay of the campaign was a letter which was presented to people who were noted smoking in no smoking areas. The letter reads:

It is noted that you enjoy smoking. As you are doubtless aware there are many people who for health or personal reasons do not do so. Not all, but a good many of these also object to being confined with those who do.

The Railways Commission respects the wishes of all patrons and has set aside sections of the train where smoking is not allowed.

It may have escaped your notice that

you are now occupying one of these sections.

May I enlist your co-operation by asking you to move to that part of the car where smoking is permitted.

On behalf of the "non smokers" I thank you in anticipation.

Railways officials say use of the letter has undoubtedly avoided any misunderstanding or embarrassment which would have arisen if the staff had to speak to offenders.

Newspaper advertising, platform public address announcements, and notices in the time-tables supported the "letter campaign".

INCINERATORS OUT

Incinerators are no longer used at metropolitan stations. Rubbish is now collected by train, and taken to a central point from where it is removed by an industrial waste contractor.

The new system had been under trial at some larger stations for some time.

As well as cutting down smoke and the sometimes offensive smell of burning refuse, the new system should also improve the general appearance of stations by eliminating ashes, burnt cans and the incinerators themselves.

About 120 cubic yards of rubbish are taken away from railway property each day.

STANDARD TIME

The recent introduction of daylight saving passed smoothly—but back in 1895 when standard time was first introduced, it could only be described as confusing.

Although not a railwayman, railway enthusiast Jack McLean wrote

to *News Letter* with details of the changeover.

Up to 1895, the time used in each Australian colony (they didn't become states until Federation in 1901) was the local time of its capital. As a result, each state had different time.

Australian time has always been related to Greenwich Mean Time, but in the early 1890's, South Australian Time was 9 hours 14 minutes 20 seconds ahead, Victorian Time 9 hours 39 minutes 54.2 seconds ahead and New South Wales time was 10 hours 4 minutes 49.6 seconds ahead of Greenwich Time. (The other States were different, too.) For convenience, however, a traveller from Victoria to South Australia altered his time-piece back 25 minutes, and, when travelling from the colony of Victoria to the mother colony, forward 25 minutes.

The first people to complain of this state of affairs were the surveyors and, a little later, on the various colonial Post Offices who had difficulty in calculating times of inter-colonial telegrams.

To overcome the problem, zone time was introduced in 1895; all the eastern colonies set their timepieces at 10 hours ahead of GMT, and South Australia set its clock to 9 hours ahead of GMT (for a while).

The official changeover date was January 31, 1895.

In Victoria the arrangement was that at 11.40 p.m. all clocks would be put on to midnight, while in South Australia, at midnight, the clocks would be put back 14 minutes.

To get an official time for the public (radios were not invented then), the Post Office clocks were to be altered. In S.A., the P.M.G. said that the Post Office clock would be held at midnight for 14 minutes 20 seconds. In Melbourne, one newspaper commented that Post Office clocks were so inefficient that putting the hands on 20 minutes would probably go unnoticed.

Papers of the day devoted very little space to the change and it appears to have been obligatory only for Government Departments. For instance, S.A.'s Holdfast Bay Railway Company, which ran trains between Adelaide and Glenelg, advertised to their intending passengers that they would be using the new standard time, the inference being that this was not necessarily to be expected.

Newspapers did editorialise the event. In South Australia one paper, describing the happening as giving the State its "longest day", went on to say: "The sun will set as normal tonight but will rise 14 minutes 20 seconds after calendar time . . ." The editorial also mentioned a possibility for *con men* to make a killing

by betting with people where the hands of the Town Hall clock would be at 10 minutes after midnight. As the clock was to be stopped for 14 minutes, they would still have been on midnight.

For the Victorian Railways, the major problem was when to change the clocks. The Inter-Colonial Expresses had crossed for years at Gerang Gerang at 1.20 a.m. Although the eastbound express continued to arrive at Serviceton at 10.54 p.m. S.A. Time, this was now 11.54 p.m. Vic Time, and the train continued into Victoria 15 minutes later.

This brought the crossing point to Kiata. To simplify the change for signalmen between Dimboola and Serviceton—who not only had the time change and altered crossing points of the major expresses but also a new time-table for up trains—they were exempted from altering their clocks at 11.40 p.m. until the two expresses met at Kiata, when all clocks at the 12 stations were changed simultaneously. The trains then ran on the new time-table.

Consider the effort for the staff at Serviceton: not only did they have two clocks to change as well as introducing a new time-table, but the time-gap between the two States increased from 25 minutes to one hour. Also, at Albury South signal box, the signalman there had the phenomenon of his two clocks being synchronised and the 25 minute time-lag between the States being abolished.

In 1899, S.A. altered its time to only be 30 minutes behind eastern standard time following loud and long criticism, including some from Broken Hill hoteliers who claimed "we are unjustly penalised in that by observing S.A. Time we have to close at 10.15 p.m. instead of 11.15 p.m. as do our N.S.W. competitors."

In Russia today, travellers on the Trans-Siberian Railway (5,900 miles long) strike a similar time-phenomenon. Many towns along the way observe "local time"—although the train and stations observe Moscow Time throughout. (Alterations in time can be roughly calculated at 6 minutes for every 100 miles travelled east or west.)

TRANSPORT SURVEY

A May 1970 survey by the Commonwealth Bureau of Census and Statistics reveals that 30.9 per cent of Victorian workers travel to work by public transport while 58 per cent use cars.

In other States, the percentage of car users varied from 58 per cent, in Victoria and New South Wales, to 70 per cent, in South Australia.

WORTH QUOTING...

"... It seems unlikely that the railways will ever be able to run at an overall profit. But there is no doubt that they could have millions of dollars a year and, indeed, win new customers by reducing their scope but improving their service.

"Some users may object to the restriction of their choice of transport but the community as a whole has little to lose and much to gain from a more rational division between road and rail..."

—*The Age*, discussing the Victorian Land Transport Inquiry, October 26.

* * *

"... Long range US plans include cities with populations not exceeding 500,000 with cars not allowed within the outskirts and people and goods moved by rapid public transport..."

—*Mr. N. F. Brock*, president of the US Society of Automobile Engineers, speaking to the Society of Automotive Engineers. *The Sun*, October 19.

* * *

"... The road accident toll is, to a great extent, the symptom of frustrated, aggressive drivers," the psychiatrist says.

"There is a lot of emotion spent, even in the battle to drive a car into the city..."

—*The Herald*, October 1

* * *

Work on Toronto's principal urban motorway, the Spadina Expressway, was halted in June. In July, the Ontario legislature approved a bill for the provincial government to pay 50-80 per cent of the operating costs of urban public transport systems. In addition, provincial governments now have to bear 50 per cent of the building costs of new rapid transit lines instead of the previous 21 per cent.

Recent Canadian studies had shown that a \$67 million investment in rapid transit had stimulated property development worth \$10,000 million.

—*Railway Gazette International*

CENTENARIAN

Yarraville railway station, 4½ miles from Melbourne on the Williamstown line, celebrated its centenary on November 20. Yarraville has always been closely associated with Footscray, and when opened as a temporary station on November 20, 1871, was called South Footscray.

In 1853, the area had only seven dwelling houses; Footscray had 16. This was six years before public traffic started on the Melbourne-Williamstown line. Initially, trains ran express, until Footscray opened in 1859. Then followed—in the same year—North Williamstown, Geelong Junction (renamed Williamstown Junction in 1868, then Newport in 1881), Salt Water River (for race traffic—closed in 1867), and North Melbourne.

Yarraville station was given permanent status in 1885 with the erection of wooden station buildings.

Five years later, however, these buildings were burnt to the ground from a cause not recorded. In 1892, the present brick buildings were built and erection of a goods siding and shed was recommended.

The shed, removed from South Morang station, was re-erected at Yarraville, in 1893; it was demolished in recent years.

About 1848, the area was known as Birmingham, and this name is carried today by the street beside Yarraville railway station.

Neighbouring station, Seddon, will be 65 years old in December. It was opened in 1906, and derived its name from Lord Seddon, then Premier of New Zealand, who visited Melbourne that year.

ADELAIDE TO GET S.G.

The South Australian and Federal Governments have agreed on the construction of a \$50 million standard gauge railway from Crystal Brook, near Port Pirie, to Adelaide.

The 120-mile line will connect with the industrial areas at Elizabeth, and Woodville, Mile End and Port Adelaide. Wallaroo wheat terminal will also have access to the new line.

Finance will be on a 70 per cent grant and 30 per cent loan basis from the Federal Government.

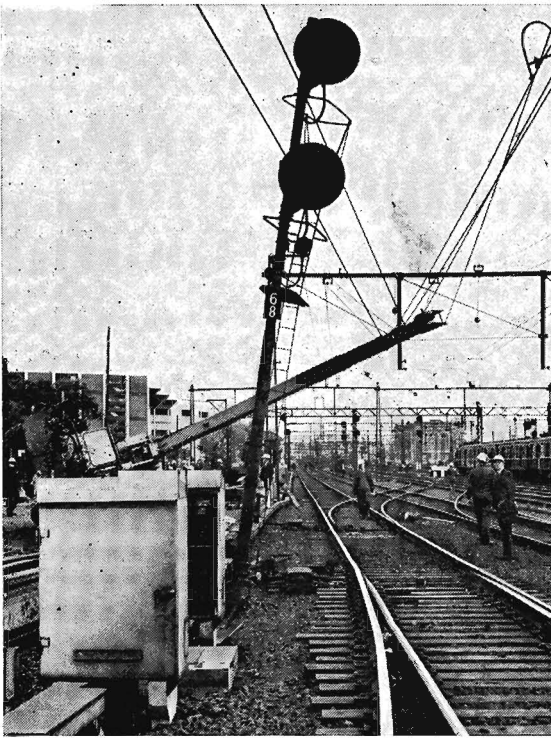
FRONT COVER:

Female station assistants are to have a new uniform—of a lighter blue. The new uniform, modelled by Typist Helen Mulrooney (left) features, amongst other changes, a restyled and more feminine hat than the existing uniform, modelled by Station Assistant Mrs. Johanna Damon.

Full details of the new uniform are on page 172.

CHAOS

— BUT ONLY FOR A WHILE



The crane jib lies on the overhead. The two wires at left are the overhead feeders which came in contact with the signal mast (and bent it) letting current from the overhead and feeder lines flow down the steel signal ladder. Signal lights were out for many hours.

The call came through to train control: "E Box, urgent, the box is on fire". And so, possibly the greatest disruption ever to Melbourne's train services, unfolded.

The day was Monday, October 11. What started out as a routine day was quickly transformed into an enormous test of railway resources and skills, when a contractor's crane toppled onto power feeder lines at its East Melbourne worksite.

The jib of the crane fouled two 1,500v traction supply feeders, forcing them into contact with a steel signal mast. Also, being in contact with the 1,500v catenary and contact wires of the adjacent track, this fed 1,500 volts from four sources through the signal mast.

Thousands of amps at 1,500 surged through the signal mast and into the signal trunking where signal power cables of 2,200v and communication cables lay. Lead sheathing around the cables and the steel trunking carried the power for about $\frac{1}{4}$ mile.

And the suburban system quickly ground to a halt at the city terminals.

Fires

Along the signal trunking, several fires resulted in considerable damage to cables. Communications cables—carrying telephone lines—were cut, and over 300 railway telephone services put out of action. The Melbourne Fire Brigade attended and extinguished many small fires.

A quick assessment of the damage was made, and, once the crane had been righted, and the overhead repaired, power was restored. But for the signals, it had disastrous effects.

In isolating the signal power to the area, all signal power between Spencer Street and Richmond had

been cut off. Once the cause of the fault was established, it was possible, by sub-switching, to restore signal power to all areas except that controlled by E Box—our busiest signal box, which signals all trains between Richmond and the Jolimont rail yards.

The time was now a little after 10 a.m.

It was obvious that emergency arrangements were necessary to work trains. Eight block and signal inspectors and 14 hand signalmen were dispatched to the area to get the trains moving, and work the points by hand when necessary.

To cut down on the number of times the points would have to be changed, trains were straight-routed wherever possible.

Twenty-six home signals were affected, and, to have followed the rules strictly and issued a caution order at each defective home signal, would have made the maintenance of any kind of service practically impossible.

The affected area was divided into seven sections—each controlled by a block and signal inspector; the eighth man was in E Box. By straight-routing trains, it was possible for the man at the junctions near E Box to give each driver one caution order authorising him to pass all home signals as far

as the platform at Richmond, and vice-versa.

So, at 10.45 a.m., 55 minutes after the incident, trains started to run again.

In the meantime, more than 30 tramways buses had been shuttling passengers between Clifton Hill and Princes Bridge, Hawthorn and Flinders Street, and South Yarra and Flinders Street.

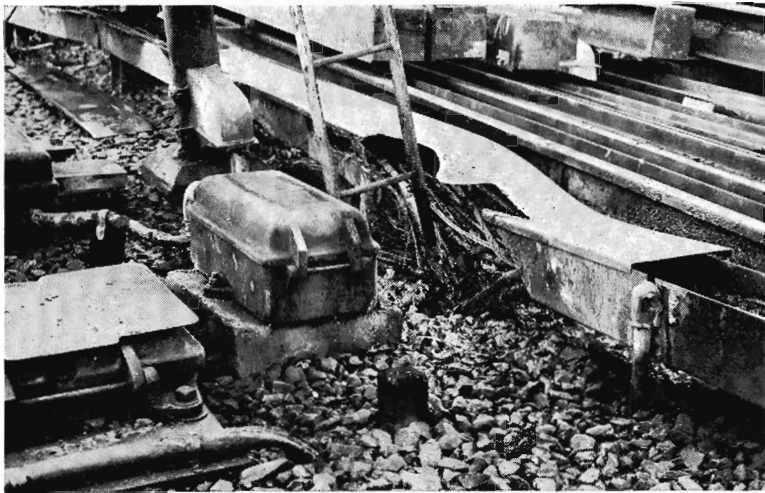
Peak

Several peak hour trains were dropped from the evening peak to try to ease the congestion that was occurring with trains banking up between Flinders Street and Richmond.

As darkness approached, the absence of lights in the signals was becoming a matter for concern. But, following a tremendous effort by the signal maintainers, power for signals and points—and the illuminated diagrams which show the position of moving trains—was restored at 6.10 p.m. to all areas except the junction of the Camberwell and Burnley Loop lines—the accident point.

Through the night

Seventy men from the signal depots toiled on into the night. When the immensity of the disruption was first known, the Signal and Telegraph



At the foot of the mast, the enormous surge of current arced from the ladder to surrounding metal objects—mainly the signal trunking. The current flow completely disintegrated the base of the signal ladder.

Division started cancelling day shifts for about 30 men so that they could be brought on after 10 p.m. in an attempt to restore services.

Many men who were rushed to the scene—having started work at 7.30 a.m.—did not finish until between 10 p.m. and midnight.

Refreshment Services Branch provided 70 hot meals for the workmen on the site at 7 p.m., and 30 breakfasts were provided at 6.30 a.m. for the 'dawn shift'. Supper was also provided.

The race was now to restore signal power in time for the morning peak to operate efficiently. All efforts were concentrated on restoring the power to the up line and, at 7.50 a.m., signal lights on the up Camberwell and Burnley Loop lines showed out

again. The morning peak on October 12 was more or less normal, although down trains from Melbourne on the Burnley lines were still being worked through on caution orders with moderate delays.

Shortly after, 9.30 a.m., power was finally restored to all signals.

Saved signal box

Out of the chaos that immediately followed the incident, the action of one man prevented fire from destroying our most vital signal box—Flinders Street E—and saved Melbourne's commuters months of October 11-like travel between Melbourne and Richmond.

Ken Wilson, a signal supervisor at the Caulfield power signalling depot, was in a train brought to a standstill

alongside E Box when the power went off.

Glancing out of the window he noticed a fire in cables and switch-gear around the transformers under E Box—where the 2,200v signal power is broken down to 110v. He jumped from the train, went into the box, opened the switches to isolate the current, then controlled the fire with a fire extinguisher.

In money terms E Box is worth about \$500,000, but in terms of importance to the smooth running of the metropolitan network, its value is almost priceless.

If ever Melbourne's commuters owed a debt of gratitude, it is to Mr. Wilson.

Complexity

Repairing the damage to electric circuitry is always a complex task. In many areas, the damage was sufficiently small to splice in short sections, but in other areas total replacement was necessary.

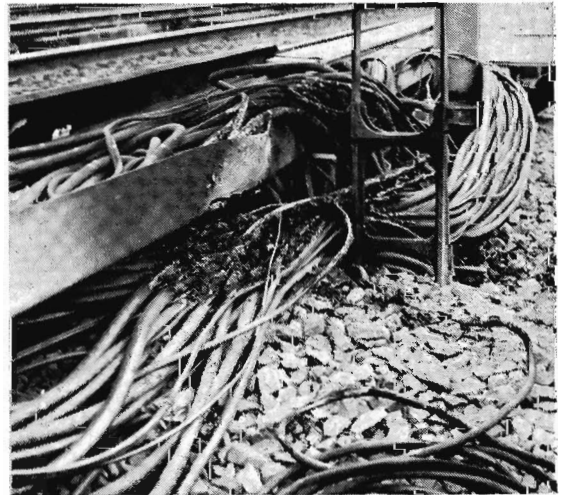
In restoring the cable, up to 86 pair of conductors in each cable had to be matched up, and carefully spliced.

The disruption was possibly the worst ever to Melbourne's metropolitan network, but, with the unstinting efforts and ability of many staff, plus the co-operation of the train drivers when passing through the affected area, services were restored in an amazingly short time.

To passengers travelling on the trains, the complexity of the work and the devoted effort by railwaymen should soften any inconvenience suffered by passengers.



At E Box, one of several locations where lead sheathed cables were burnt through by the current.



Along the steel trunking, the current caused several fires. These wires were outside the trunking, with additional slack, preparatory to being moved for underground loop works.

SPENCER STREET or ELIZABETH STREET?

Recent suggestion that the Victoria Market site, on the northern fringe of the city, become the terminal station for an "Aerotrain" link between the city and Tullamarine Airport, brings to mind that, 110 years ago last month, a deputation met the then V.R. Commissioner, Mr. John Houston, to press for a new city station on a site near Elizabeth Street—on which the Queen Victoria Market now stands.



This could have been the site of Melbourne's major rail terminal if plans of 1859 had been carried out.

As early as 1859, a proposal for a terminal station at the north end of Elizabeth Street had been announced by the Essendon Railway Co. At the time, the eastern and western suburban railway systems were not linked; all the eastern lines were privately owned and operated from Flinders Street station, while the Government line to Footscray and beyond shared a common term-

inal at Spencer Street with the Essendon Railway Co's. private line to Essendon and Flemington Racecourse. The private company was paying for the right to use Government tracks from North Melbourne to reach the city proper.

From North Melbourne

The proposed Elizabeth Street

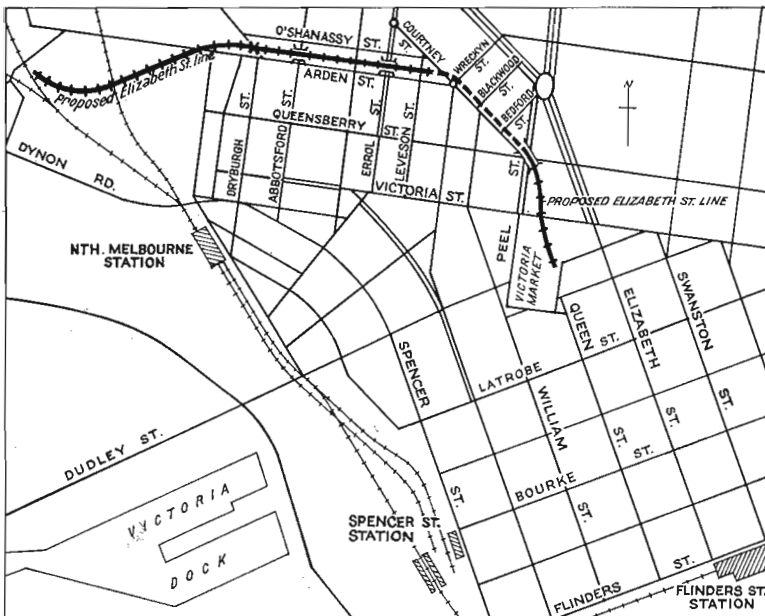
station was to be connected with the Government railway system by a line passing through Hotham (North Melbourne)—thereby doing away with the need to use V.R. tracks. Finance problems prevented the scheme from reaching fruition.

The site for the station was the Old Cattle Yards site, a triangular area bounded by Elizabeth, Victoria and Peel Streets. The 10-acre yards had been there since the early days of Melbourne, but became redundant when the horse, pig and hay markets were moved to near the present Sydney and Flemington Roads intersection in 1856.

Also on this site was a small cemetery, dating from 1837, which was also to be taken over. The cemetery was closed in 1854, but was re-opened 10 years later; the last burial was in 1881. John Batman, the person who chose the site of Melbourne, is believed to have been buried there.

At this time, Spencer Street station was the subject of much criticism because of inconvenience from its small size.

On October 22, 1861, a deputation of Melbourne citizens met the then Railways Commissioner, Mr. John Houston. He was not greatly impressed with the new venue, but the citizens would not give in. Their pressure ultimately resulted in a Parliamentary Select Committee being appointed, in February 1862, to inquire into the project.



Committee said "Yes"

The Committee found in favour of the new site; it considered Spencer Street too small for future expansion and said that the station should be removed and rebuilt as a goods terminal.

It recommended a double line, 1½ miles long, proceeding between O'Shanassy and Arden Streets, to Elizabeth Street, near Victoria Street. The works included a level crossing at Dryburgh Street, bridges over Abbotsford and Errol Streets, and another over Queensberry Street leading into the station.

Tunnel

A 627-yd. tunnel was to be cut under Wreckyn, Blackwood and Bedford Streets, and would stretch between Leveson and Peel Streets.

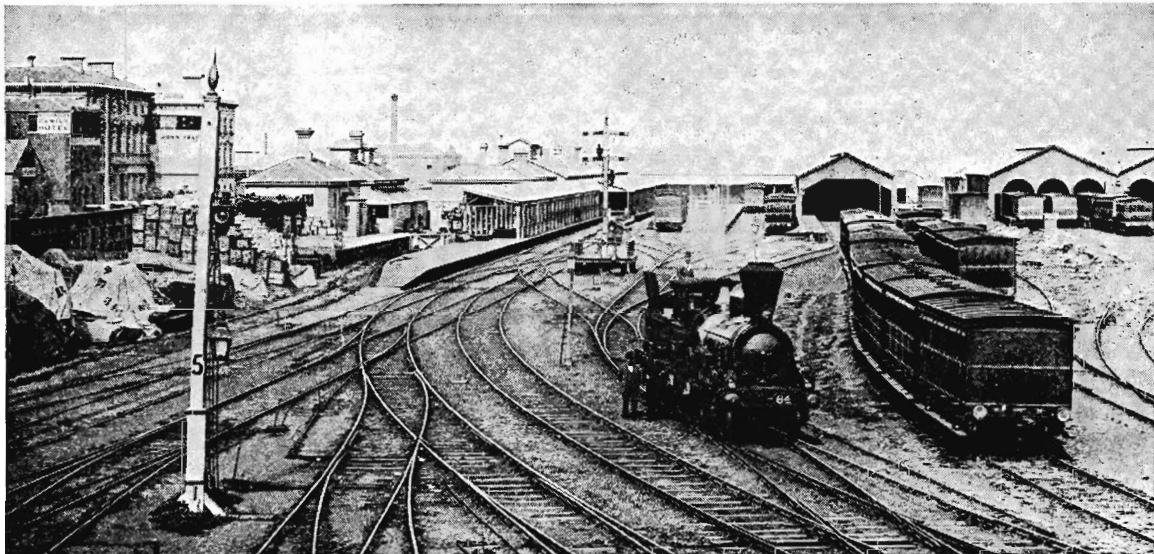
Estimated costs were: earthworks and tracks \$112,000, tunnel \$162,000, and station \$154,000—a total of \$428,000.

Despite the recommendations, the new central station was never built—Spencer Street being expanded many times to cope with the growing traffic.

In 1864, portion of the land was alienated as a public reserve and the remainder sub-divided into building lots and sold.

Thus the Old Cattle Yards site became lost as an available location for a railway terminal.

The market then grew on the site. The Meat Market was first, in 1869; Produce Hall, fronting Elizabeth Street, followed in 1884; shops fronting Victoria Street were built between 1887 and 1890; and extensions continued until 1936.



Spencer Street station as it was in 1872.

EFFORTS APPRECIATED

"I travelled from Bairnsdale to Melbourne on *The Gippslander* on the day of the very serious mishap in Jolimont yards when a crane crashed on to power lines, causing extensive damage to the signalling system.

"As the train passed the scene I saw many men and machines working under flood lights to repair the damage.

"*The Gippslander* passed very slowly between platforms five and six to nearly half way to Spencer Street, then backed into No. 1 platform where it normally stops. It was half an hour late but immediately the loudspeakers announced apologies and reasons for the delay.

"I felt proud to think that we have an organisation in Victoria that put so much effort into restoring as quickly as possible the service with safety it provides for its users."

—*W. C. Docamore, Bairnsdale, writing to The Herald.*

"In this letter I wish to express my sincere thanks for the courtesy and kindness shown to me and all passengers who had to be assisted off trains that were stranded at Richmond yesterday morning (October 11).

I believe they were the members of the Richmond station staff, guards and drivers and are a credit to the service."

—*Mrs Margaret Barnard, Blackburn writing to the Commissioners.*

Geelong

"... I have on three occasions booked rail tickets interstate with Mr. Gugger, interstate ticket officer at Geelong railway station. On each occasion, I have been given a warm welcome, the most helpful advice on my trips and unbeatable service from a man who goes out of his way to make the customer attracted to the

efficiency of the Railways Department. . ."

—*Mr. D. J. McMurrick, West Geelong, writing to the Minister of Transport*

SUGGESTIONS ACCEPTED

Each month, *News Letter* will list adopted suggestions and detail the awards given. Names of the awardee will not be disclosed.

Suggestions adopted during September were :

- Wider margins in General Appendix \$5
- Installation of time switch at Darnum \$10
- Alteration in production of ticket dater base plate

Letter of thanks.

Suggestion forms (G.256) can be obtained from supervisory staff or the Public Relations and Betterment Board, Head Office.

JUMP AND DELIVER. Almost daily, Flinders Street parcels office is the scene of a unique event — a dog delivers parcels. *Redder*, the 10 months old companion of Slazengers' driver, Arthur Long, was never taught to deliver parcels, but once he saw Arthur doing it he just had to try. And now, the red bar — a red Kelpie-dingo cross — is only too willing to take parcels from Arthur's truck to the counter; and if they're light enough, *Redder* will jump onto the counter and place them on the scales. Parcels up to 15 lb. are no trouble, and even after making 40 trips *Redder* is still willing for more.

Arthur got *Redder* after his previous dog — a black Kelpie — was killed by a cattle transport. The transport driver promised to replace Arthur's dog — and that's *Redder*. As a cattle dog, red bars are worth about \$400 because of their cattle sense and intelligence.

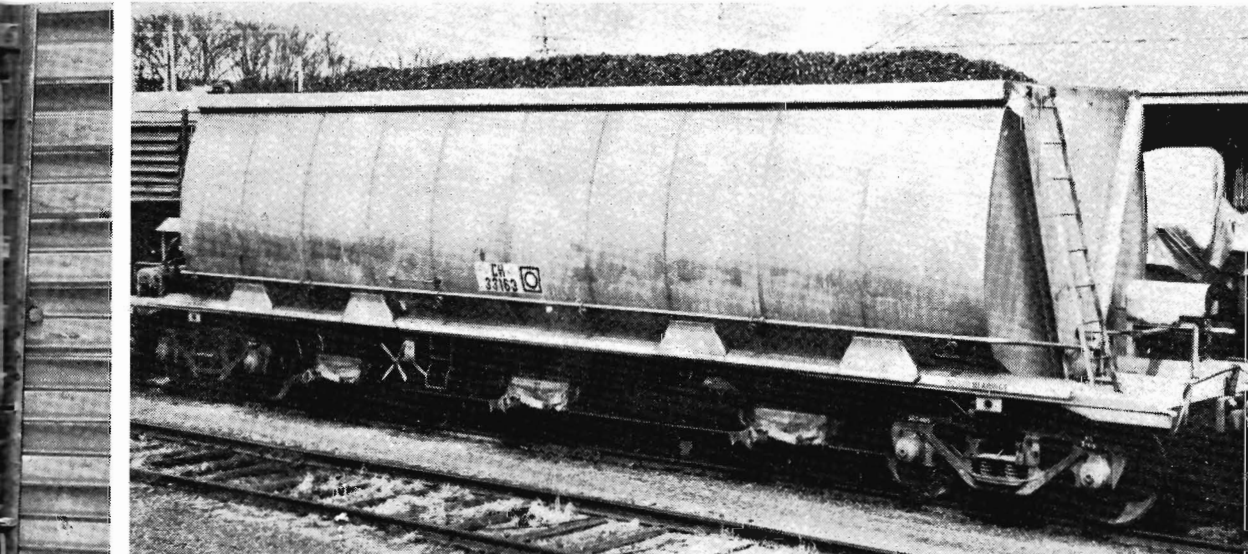
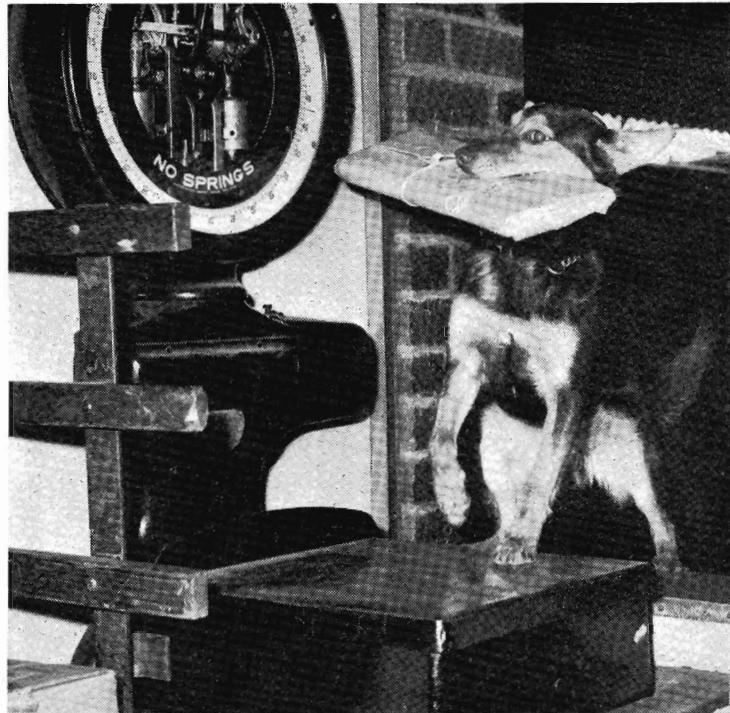
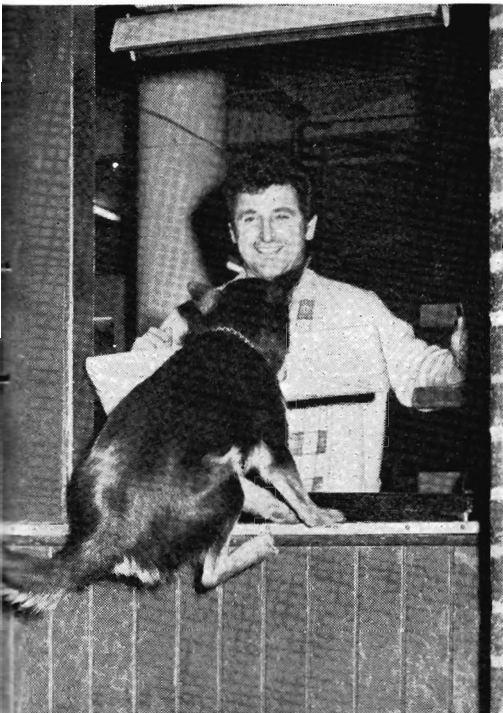
Staff at Flinders Street parcels office enjoy the break from regular routine and comment that *Redder* is so gentle with the parcels it is rare for him to even break the paper with his teeth.



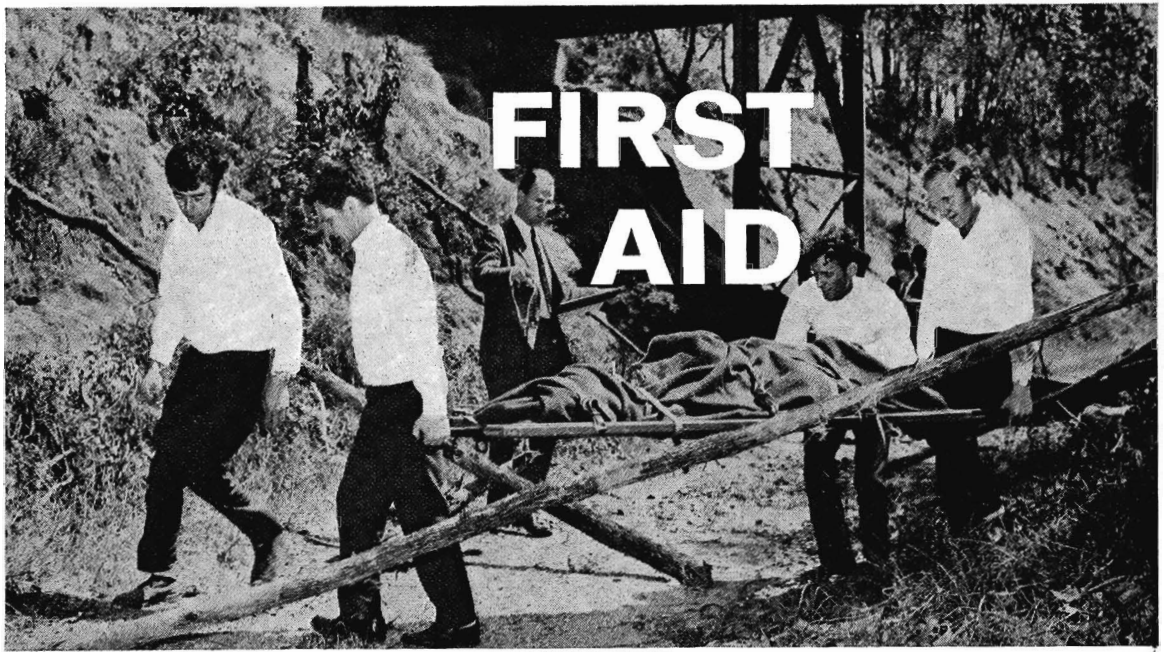
VIEWS OF NEWS

WINDMILLS. Making miniature Dutch corn mills is the hobby of Seymour man, Mr. Harry Brunink, seen here (*left*) with one about to be loaded into a rail wagon. Goods trucker M. Folan is making out the consignment note. The 2 cwt. 5 ft. high scale replicas are railed throughout Australia for display in home gardens. ▶





FOREIGNER. Since bogie exchange, many and varied vehicles from other systems have become commonplace on the V.R. But a stranger was this N.S.W.R. CH wagon, which, although not a bogie-exchange wagon, was running on the broad gauge in a series of tests to evaluate its design as a multi-purpose hopper wagon. While in Victoria, it carried grain, sand, crushed rock and briquettes.



Strain is plainly visible as members of the Ballarat North Workshops No. 3 team negotiate the hazards that are part of the transport event. Team members are (left to right) Messrs. F. Harris, G. O'Donnell, A. Sternberg (leader), and B. Richardson. Adjudicator is Dr. J. Peter Bush. Patient is Mr. M. Willis.

Twelve teams and six individuals (plus seven the day before) met in 80° heat on October 14 to vie for selection for the Australian Railways' Championships, being held at Verdun, South Australia, this month. Electrical Engineers No. 1 will represent the V.R. in the teams events and Mr. T. H. Chafer will be the representative for the individual competitions.

Shield winners

Electrical Engineers No. 1 won the Challenge Shield, with last year's winner, Ballarat Traffic No. 1, 24 points



Senior Individual winner, Mr. T. H. Chafer, of Bendigo North Workshops, checks symptoms of an angina attack with adjudicator, Mr. Hugh Johnston. Mr J. Jones is the patient.

away in second place.

The senior individual championship was won by Mr. T. H. Chafer. Third placegetter, Mr. H. van Ginkel, had won the Novice Individual and Senior Individual, respectively, over the previous two years.

Head Office Works, last years' runner up, took the Blackburn Shield in the Novice Teams, while the Novice Individual was won by Mr. A. A. Farrugia, of the P.W.M.D. at Spotswood.

Adjudicators

Eminent Collins Street surgeons, Messrs. Hugh Johnston and Douglas Donald were among the distinguished panel of adjudicators. Mr. Donald is the Chief Commissioner of Australia, St. John Ambulance Association, and both he and Mr. Johnston have given 21 years of service to the competitions. Other adjudicators were: Dr. J. Gowland, the retired Chief Medical Officer of I.C.I., 19 years service; Dr. R. Howard, the Medical Director at Glaxo Aust. Pty. Ltd., six years; Dr. J. Peter Bush, district surgeon of St. John Ambulance Association, five years; Dr. J. H. Cater, corps surgeon with the St. John Ambulance Association and a medical officer with the Repatriation Department, three years; and Mr. V. Dwyer, first-aid superintendent for the S.E.C., three years.

The sets

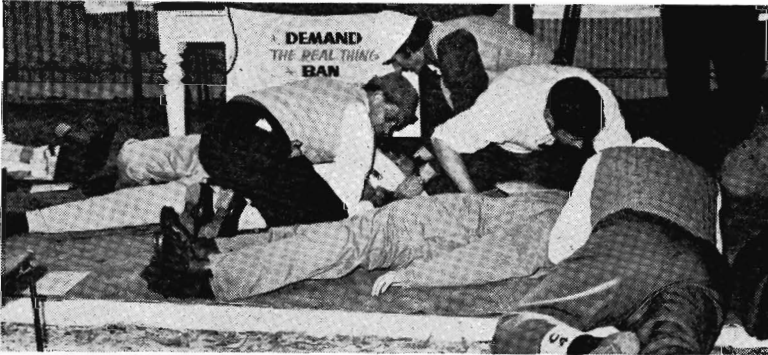
The painted backgrounds and props for each of the accidents provided the necessary realism. As did the patients, too. One was so convincing in assuring one team that he "heard his leg break, terrible snap it was . . ." that the team splinted his leg. . . . The snap he heard was a broom breaking when he tripped over it.

Visitors

Indicative of the high regard with which the V.R.'s competitions are held, representatives from the Red Cross, S.E.C., M & M.B.W. Rescue Squad, and the ambulance officer of Commonwealth Railways were among those noted taking a keen interest in the events.



Every team member has a role to play and sets about their task of attending to an injured jockey under the watchful eye of adjudicator, Dr J. H. Cater (centre). From left to right Messrs. J. Salvana, H. van Ginkel (leader), R. Harvey and H. Foley make up the winning Head Office Works Team. Patient is Mr. A. Healey.



Members of the Bendigo North Workshops No. 1 Team were flat out finding injuries to two victims in this event. However, they didn't find enough to be the winning team. Left to right they are: Messrs. T. Chafer (leader), G. Skilbeck, R. Arnold and R. Sawers. Patient was Mr. J. Jones; nearest the camera was a dummy for resuscitation.



Adjudicator Dr. J. H. Gowland appears to be a disinterested bystander, but he gave Electrical Engineers No. 1 team sufficient marks for their treatment of an injured cleaner in this event to make them winners of the Senior Teams event, and the V.R.'s representative for the Australian Railways' Championships. From left to right team members are: Messrs J. Hayhoe, P. Nanscawen, V. Hayes and R. Wain (leader). Patient was Mr. C. Wilson.

RESULTS

SENIOR TEAMS

1. Electrical Engineers No. 1
2. Ballarat Traffic No. 1
3. Ballarat North Workshops No. 3
4. Bendigo Loco
5. Bendigo North Workshops No. 1

SENIOR INDIVIDUALS

1. T. H. Chafer, boilermaker, Bendigo North Workshops
2. H. Quick, train controller, Ararat
3. H. van Ginkel, engineer, Special Works, Flinders Street
4. A. A. Farrugia, boilermaker P.W.M.D. Spotswood
5. G. Storey, fitter, Ballarat North Workshops
6. J. Coughlin, boilermaker, Bendigo Loco

NOVICE TEAMS

1. Head Office Works
2. Bendigo North Workshops, No. 4
3. Ararat
4. South Dynon Loco No. 4
5. Ballarat North Workshops No. 3
6. South Dynon Loco No. 5
7. Geelong Loco No. 1

NOVICE INDIVIDUALS

1. A. A. Farrugia, boilermaker P.W.M.D., Spotswood
2. G. Nicholson, auto shift electrician, Batman Ave.,
3. A. G. Clough, blacksmith, Bendigo North Workshops
4. R. O. Smith, sub-foreman, South Dynon Loco
5. D. H. Case, substation equipment maintainer, Batman Avenue
6. H. F. Hill, driver, Mildura
7. G. Lees, fitter, Jolimont Workshops

NEW UNIFORMS

A new, smarter uniform for female station assistants will be issued shortly. Most outstanding changes are the colour and the new style cap. The new blue is the same as that worn by conductors.

Major changes are:

Coat, 65 per cent wool and 35 per cent terylene instead of former 45/55 per cent mix. The new coat features a straight, three-button single-breasted style with a V.R. motif on the top pocket instead of the lapels. Pockets are slanted and welted.

Skirt, made from the same material as the coat, has two pleats back and front, for easier movement.

Hat, is following the general trend for uniform hats to get away from the peaked style. Made of polyester and viscose, it is easier to clean and much lighter than the existing cap. Grade is monogrammed—in white—into the band, and no number is shown.

Shirt, 82 per cent cotton and 18 per cent polyester, is designed to be worn without a tie. The peaks of the collar are trimmed in dark blue to provide a sports type appearance.

Overcoat, is only 2/3rds the weight of the previous issue. Unlike the jacket, it is a double-breasted design with the V.R. motif on the left breast.



Helen and Johanna model the old and new summer uniforms (left) and the overcoats.



Johanna and Helen show a comparison of the uniforms to a discerning panel of distinguished uniform-choosers. Left to right are: Mr. J. C. Crute, Chief Traffic Manager, Mr. Commissioner I. G. Hodges, Mr. C. S. Morris, Chairman, Staff Board, Mr. E. P. Rogan, Deputy Chairman of Commissioners and Mr. G. F. Brown, Chairman.

The traditional railway buttons have been replaced with nickel plated ones.

Reaction to the new uniform has been encouraging. Mrs. Damon described it as "beaut". She remarked that the hat was so light "you don't notice you've got it on". Other station assistants who have seen the uniform are also enthusiastically looking forward to its issue.

DID YOU HEAR?

... about the Commercial Agent who was booked for speeding on the way to church on a recent Sunday.

"That'll be \$20," said the cop.

When the plate was being passed around shortly after, our man declined an offering.

At the conclusion of the service the priest collared our friend and asked why no donation.

"It cost me \$20 to get here," was the answer, "surely you don't expect any more!"

* * *

... about V.R.'s P.R. man whose wife had just given birth to their seventh child—and the sixth daughter. Consoling his only son—aged six—that he would not get a brother this time, he asked his son what he thought.

"Well, Dad," six-year-old mused after some thought, "we'll just have to sell some of these girls to get some money."

* * *

... same man was chatting with his doctor, trying to keep the bill within bounds.

"I reckon our family has been good to you," he told the Doc., "we must just about have paid for your fence."

"Probably," sparred the Doc., "by the way, it needs repainting."

* * *

... The poster displays at railway stations are supposed to brighten the appearance of the buildings. A recent poster, however, brightened more than the buildings.

A station assistant at one of the major stations was overheard instructing another on which poster to put where. "The African Ballet is to replace Shunters," he said. "That's a damn good idea," replied the other with an evil look in his eye.

1972 BALL

The V.R. Staff Ball committee has advised that next year's ball will be bigger, better and earlier. The new date will be Friday, June 30, 1972, instead of the usual July date.

AMONG OURSELVES

David and Goliath

One hundred and eighty tons of steel travelling at about 45 feet per second seems an unfair match for young children—but the two met recently, and on two occasions the small fry won.

Notice of the first incident came in a service wire on October 7: "11.10 a.m. down St. Albans delayed one minute in section between Tottenham and Sunshine due to driver stopping to remove small child off line . . ."

"I first saw the young boy when I was about 60 yards away—he had his back to the train and was standing in the middle of the line throwing stones into a puddle", driver of the train, 38-year-old Jan Arendshorst, told *News Letter*. "Luckily, I was only travelling at about 30 m.p.h. instead of the usual 45-50 m.p.h. because overhead gangs had been working on the line."



Mr. Arendshorst believe that a small child could be left to wander in an area like this with so many trains around. I asked him where he lived and the toddler replied 'With mummy'. But when I asked him where mummy lived he just smiled.

"I took him in the cab to Sunshine and handed him over to the Station-master who, in turn, handed him over to the police."

When the child's parents were located, it turned out that they lived just around the corner from Driver Arendshorst, who has been driving for 12 of his 20 years in the V.R.

He commented that a lot of people have the dangerous practice of

walking along railway lines but that it was unusual for such a young child.

Incident two happened the following day at Huntingdale. Driver of the 9.50 a.m. up Dandenong, 59-year-old Hugh Beecham, with 31 years of train driving behind him, tells the story.

"My train was entering the platform at Huntingdale at about 25-30 m.p.h., when, rounding the curve in the island platform, I saw a child's pusher — with a baby in it— roll off the platform and on to the track about 50 yards ahead of me. While I was making an emergency stop, the mother, in her early twenties, leapt from the platform and grabbed the upside down pusher.



Mr. Beecham served a George Medal it was that mother—she knew the train was coming but not once did she look back to see where it was; she just grabbed the pusher and ran.

"I didn't whistle for fear of panicking her—but it was pretty unnerving watching her drag the still upside down pusher along the line, as I could see the baby's head hitting the ballast.

"The train stopped at about the point where the pusher landed and the mother and child were some 20 feet ahead."

Upset and all that he was, Hugh went to see if he could help pacify the mother who was sobbing and (naturally) very upset.

"Of all the people on the platform who saw the incident," he continued, "the only ones to go to her aid were a railway workman from the new station buildings, a local from the adjacent garage and the station staff."

Hugh brought the train in to Melbourne and then had "a good strong cup of tea" to steady his nerves. After telling his story to *News Letter*, he was back at work ferrying travellers over the suburban network.

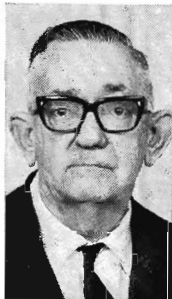
And the mother? She made her journey about 90 minutes later—by train—obviously satisfied with the service.

Twice David and Goliath had met and twice David had succeeded in stopping the train—not because of a superior armoury but due to the vigilance, quick reflexes and dependability of the men that man our trains.

Hansom cabs

Keith Hazell, who retired last month after 48 years at the Printing Works, can recall delivering urgent railway tickets by hansom cab be-

tween Spencer Street station and the Government Printing Office.



Mr. Hazell

This was 1923 when the railway ticket section was at the station. The tickets were coloured on a ruling machine and the actual printing completed by the Government Printer, at the rear of the Treasury Buildings.

Keith also recalled the time he had his hands on a fortune—25,000 one pound notes.

About 18 years ago, the V.R. bought one of the first fully automatic paper guillotines into Australia and the note printing section of the Mint sought to try it out to see if it suited their requirements.

"There were about eight armed guards standing by," he said. "As I went to throw the bin. off cuts into the bin, my arm was grabbed by one of the guards who said: 'Don't do that, we'll take them, thank you'."

When he started cutting paper for the V.R. he was the only one; now there are four.

"Besides, there are electric lifts and all the latest gadgets, a far cry from years ago when we had to lift and stack by hand," he added.

Keith was influenced to join the V.R. by his father—the man in charge of the Williamstown coal stage.

In retirement, he plans to travel around Australia and follow North Melbourne football club. "They'll have to improve next season," he added ruefully.

Sporting Sale

The three-man clerical staff at the Sale goods shed could not be keener on their sport — they are a footballer, a football coach and a promising cricketer. And if that's not enough, the three play carpet bowls as a team.

Most successful of trio is Shedman Darby Orchard. Darby is currently coach of Sale Thirds, runners-up this year to St. Patrick's. But during his six-years of coaching, Darby's record is one premiership and runners-up the other five seasons.



Mr. Orchard

He was a handy footballer himself, playing wing for Sale over a 12 year career. "I played in six premier-ship teams and we were runners-up

a few times, too," he said. "Other players in those teams were Alan Morrow, Bill Stephenson and Ian Brewer."

When he hung up his boots in 1963, he had never been reported. In 1965 he took over coaching the thirds. Do coaches ever feel the bumps that their players are giving and taking, he was asked. "A little bit more than that," was his reply, "I've been warned off the ground once."

The other footballer is 22-year-old Bernie Phyland. He played in the pivot for Sale this year—premiers after beating Traralgon by nine points in the one match that counts.



Mr. Phyland

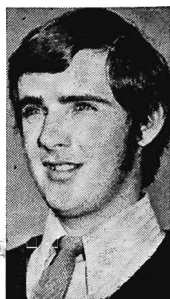
Bernie has only been at Sale since November last year, when he transferred from Echuca goods (and football team). At Echuca, he played 84 games and was in two premier-ship teams and runners-up twice.

Like any keen footballer, summer fitness is a problem. Bernie throws himself into tennis and basketball to keep fit.

He joined the V.R. at Echuca in 1967 and considers it the best town, so far.

He is also well known as a V.R.I. footballer.

Sportsman No. 3 is Ian Glover, who plays cricket for Longford; in 1969, his batting average was 50.



Mr. Glover

That year the team won the B grade premiership and was promoted to A grade. Last year wasn't so successful for Ian because of the tougher competition, but he has switched from being a No. 3 or 4 bat to a spin bowler and is looking forward to a good season.

Showing that his enthusiasm for the grand game knows no bounds, he is trying to organise a team from Sale for the V.R.I. country week. And showing how keen Saleites are on sport, he has nearly enough players for a competent team.

50½ years

"We're going to miss Stan Bulpit around this place," said a workmate, "he's the cause of all the strife and fun in here."



Mr. Bulpit

With that introduction, a man with a Railway career spanning 50½ years, proceeded to show his skill with a steam hammer by using it to gradually close a matchbox with a series of soft blows.

"I'm an umpire hater" was amongst his first words, obviously designed to stir his workmate, Dave Sleeth, or could it be from Stan's turbulent football career?

"I played three seasons with Port Melbourne and was reported three times," he recalled. "In one game I was amongst nine reported at Coburg. I got out of the charge, though. I told them that I had been kicked and showed the tribunal the bruise. They let me off with a severe reprimand—what I didn't tell them was that I got the bruise in a game at the Workshops."

Stan's past emerged rapidfire—one great tale was about the time he met another gentleman inside a brakevan to discuss a matter of honour. Outside the van, workmates of both men paced the area like expectant fathers waiting for the result. Congratulations came from both sides as Stan emerged victorious and his name was revered for years after.

Another was at the demolition of North Melbourne loco. When the cable broke, a person behind Stan uttered the word "typical". Stan wheeled around and delivered several comments to the offending personality. Workmates tried to attract his attention, but only when his monologue had finished did he find out who he was chiding—one of our present Commissioners!

Stan has been a loyal South Melbourne supporter since 1918 and laments that the team has given him little for the years of support he has given them—but he intends to remain loyal during his retirement.

Prize-winning baby



First in twenty years



More than 100 wellwishers helped send off popular Guard Danny Hourigan (in waistcoat) when he retired recently. Danny was the first guard to retire from the goods guard section for 20 years. Congratulating him is goods guard Peter Wouters, while workmates look on.

Every baby is beautiful, but Christopher Byrne has a silver cup to prove it. With the under 12 months section winner of *The Sun's Baby of the year* quest, are proud parents Commercial Agent Joe Byrne, and wife, ex V.R. telephoniste, Marguerite.

RETIREMENTS

ELECTRICAL ENGINEERING BRANCH

Riley W. T., Testing Division, 28/10

REFRESHMENT SERVICES BRANCH

Fitzgerald, (Mrs.) P., Warragul, 29/9
McNally, (Mrs.) M., Standard Gauge Buffet Cars, 25/9

ROLLING STOCK BRANCH

Agostino, V., Newport, 16/9
Appleby, V. N., Ballarat North, 13/9
Bell, A., South Dynon, 30/12
Belsey, E., Newport, 10/9
Dzioba, Z. S., Ballarat North, 3/9
Hamilton, J., Newport, 5/12
Hott, J. F., Jolimont, 3/9
Jackson, E. J., Bendigo North, 6/12
Kennedy, J. A., R. M. Depot, 1/9
Lucknovitch, T. V., Jolimont, 28/12
Mills, C. S., Newport, 27/12
O'Connor, M. C. J., Newport, 24/12
Perna, D., Ballarat North, 8/9
Reichardt, E. J., Newport, 26/12
Sutton, J. G., Jolimont, 7/10
Tollit, H. F. Newport, 27/12

STORES BRANCH

Dimopoulos, V., Newport Workshops, 3/9
Parr, P. D., Overhead Maintenance, 14/9
Rafferty, J., Spotswood General, 15/6
Urbsys, B., Reclamation Depot, 14/12

TRAFFIC BRANCH

Butcher, S. T. C. D. Spencer St., 8/12
Collins, H. J., Yallourn, 26/12
Coffey, (Mrs.) E. T. M., Flinders St., 1/10
Facey, P. T. N., Flinders St. 2/10
Fischer, C. H., Melbourne Goods, 24/9
Hammill (Mrs.) E. M., Sandford, 30/10
Harris, T. W., Melbourne Goods, 11/10
Hunt, K. D. V., Spencer Street, 7/9
McFeeters, P. M., Flinders St., 11/12
Miller, E. N., Tick. Check. Div., 13/9
Mutton, C. J., Melbourne Goods, 28/12
O'Connor, J., Spencer St., 23/12
Spiller, J., Melbourne Goods, 2/12
Stevenson, W. E., Head Office, 8/10
Taylor, A. J., Camberwell, 6/10
Thomas, (Mrs.) G. F., Kensington, 10/9

WAY AND WORKS BRANCH

Aitken, W. L., Flinders St., 30/12
Bone, R. W., Windsor (1), 1/12
Evans, E. A., Head Office, 27/12
Fairbairn, G. F., Bandiana, (1a), 21/12
Gralick, A., Warragul, 24/12
Gray, A. E., Northcote, (1), 27/10
Hedley, F. J., Broadmeadows, (3), 22/12
Hymers, S., Ararat, (17), 14/12
Jones, W., Seymour, 28/9
McCallum, J. A., Head Office, 8/9
Richings, G. H., Werribee (3), 5/12
Shelley, D. A. F., S & T. Div., Flinders St. 18/12
Shomali (Mrs.) H., Caulfield, 17/8
Siewright, J., Hamilton Works, 19/12
Taylor, P. H., Dunolly (1), 6/12
Willey, H. J., Shepparton, 22/9

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

REFRESHMENT SERVICES BRANCH

Jackson, W., Dining Car Depot, 26/9

ROLLING STOCK BRANCH

Gove, L., North Melbourne, 28/9
Snelling, E. S., Jolimont, 20/9
Yates, Bendigo North, 6/10

TRAFFIC BRANCH

Fraser, J. H., Bairnsdale, 10/10
Hogan, J. R., St. Arnaud, 30/9
Jensen, K. E., Melbourne Goods, 30/9
O'Shannassy, M. A., Crib Point, 17/10
Robinson (Miss) F. C., Spencer St., 2/10

WAY AND WORKS BRANCH

Carson, W. J., Warragul, 29/9
Marturano, F., Special Works, East Melbourne, 19/9
Shaw, H. J., Shepparton, 27/9

Institute INews

FIRST EVER

Another all-male bastion has fallen. With relentless progress, women are making their way into the halls of power all around the world; now the all-male refuge that has been exclusive in its 61-year history—the V.R.I. council—will make way for a woman—Jan Hoyle.



Miss Hoyle

At the recent elections, Jan polled 17th out of 24 candidates—and there were 17 vacancies.

"I don't see myself as any form of Women's Lib.," Jan commented emphatically.

"It was put to me that a woman should be on the V.R.I. council, so I decided there was no harm in nominating. Now that I've won a seat, it may start the ball rolling and we could see more women stand for election to the council."

Jan has been with the V.R. for 12 years. She worked for three years in the Commercial Branch, in Head Office, before transferring to the Accountancy Branch at Flinders Street, almost directly under the Institute offices.

"I'd like to see more functions for girls amongst the V.R.I.'s activities," she continued. "But I'm going to be fully occupied just picking up the correct procedures right at the start. I hope, though, that railway girls will let me know what they want from the Institute."

What's it going to be like as the only girl amongst 23 men? I felt a little bit overawed when it was all explained to me," Jan answered, "but I'll let them know I'm there."

Jan is a keen sportsgirl. She plays squash and relaxes by aqua-lung skindiving. She has even speared an 11-ft. grey nurse shark in Queensland waters. "That's small, you know," she added as if the feat was a daily occurrence.

The 23 men who comprise the remainder of the council and in for an interesting time once Jan gains her

confidence and puts the women's view.

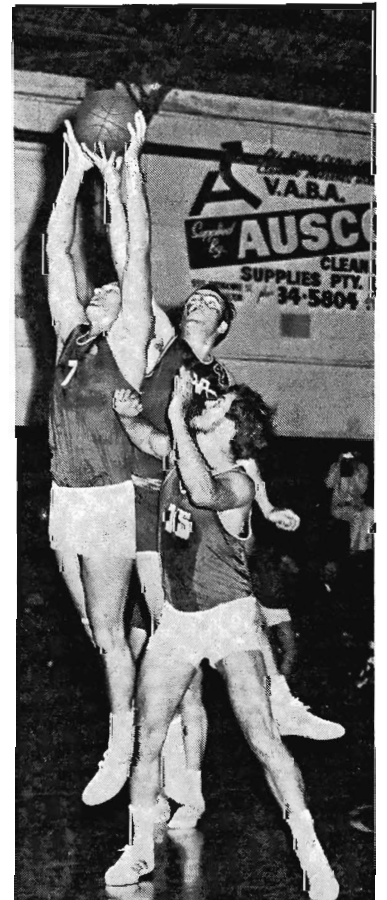
And who knows? We may even see the day when a swear box and ladies powder room have to be added to the council room.

SPORT

by OSS. KEATING

Intersystem Basketball Carnival

In probably the most even and certainly the most exciting carnival of the series, South Australia's men's team and Commonwealth's women's team proved that their Hobart victories in 1969 were no fluke by winning the Commissioners' Shields in Melbourne. On Sunday, October 3, all participants were welcomed to Victoria, at a smorgasbord dinner, by Mr. E. P. Rogan, Deputy Chairman, Victorian Railways Commissioners, Mr. R. M. Wright, General President, Victorian Railways Institute and Mr. E. W. Huber, the Carnival President. Monday was given over to practice etc. and the games com-



Victoria's Lindsay Murphy stretches out in an attempt to wrest the ball from the control of the Queenslanders.

menced on Tuesday, when Queensland defeated Commonwealth, South Australia defeated West Australia in the men's section, and Commonwealth defeated South Australia in the women's section. Victoria had a bye in both sections. Wednesday morning saw a very nervous Victorian team make its debut against Queensland, one of the early favourites for the title, but our team proved no match for the experienced *banana benders*. In the afternoon, however, it was a much more determined and settled Victorian side that was able to hang on grimly to an early lead and just beat the eventual carnival champions, South Australia, in a most exciting match. Unfortunately, our lasses also appeared to suffer from a bad attack of nerves in their opening match and went down to Commonwealth. On Thursday, our boys had a victory over West Australia and our girls recorded their first win when they defeated South Australia. Friday, and a surprise defeat by Commonwealth, who were starting to emerge as a definite threat to the top teams, was a little disappointing, but keeping in mind that both Queensland and South Australia had recorded one loss, we were still in the fight. On Sunday, the complete carnival party travelled to Ballarat for a sight seeing day in this very picturesque city. Monday and back to the games. After our unexpected loss to Commonwealth, our lads realised that they had to beat Queensland if they were to have any chance in the competition, and this they



Despite the efforts of Victoria's Robyn Lloyd (No. 20) and Catherine Topp, Commonwealth's Sharyn Canham was able to goal.

did, although narrowly, and so kept our hopes alive. Our girls could not quite match the ability and experience of the Commonwealth team and suffered their second defeat. On Tuesday morning, our men played Sth. Australia and a victory in this game would have meant that we would take top position, with the Shield within our grasp. But the South Aussies had other ideas. Jumping us at the first whistle, they set up a big lead which we were never able to overtake. Although our team fought the game out to the end, South Australia were just too good and the Carnival title holders had only one more hurdle to jump to be assured of the 1971 title. In the afternoon, they met Queensland and in a great game, held off their opponents strong finish to win by four points, and so record their third successive Carnival win. In our afternoon game, we defeated a game Western Australian side, who were a little unlucky to catch us still smarting from our morning defeat. Wednesday, and we played Commonwealth with the knowledge that the winner takes second place, but again nerves, or the big occasion, or perhaps just inexperience, affected our play, and Commonwealth were able to hold off a determined bid by the Vics and run out winners by four points. The last men's game proved the surprise of the series. Western Australia, who played well throughout the carnival, without much luck, trounced a rather disorganised Queensland side to record their first win, one of the most popular throughout the ten days. The final game in the girls section—Commonwealth having already captured the Commissioners Shield—was between Victoria and South Australia. We went out favourites, because the S.A. combination was weakened by injuries etc., but like our men, the girls seemed overawed and nervous and the South Aussies never let them into the game and ran out easy winners.

Final placings: in the men's section, South Australia, first, Commonwealth, who improved tremendously as the Carnival progressed, Victoria, Queensland and Western Australia. In the women's section, Commonwealth completed the series without a defeat, followed by South Australia and Victoria in that order. At the presentation dinner, Commissioners' Shields were presented to the winners by Mr. Commissioner I. G. Hodges, who also presented the best and fair-



Head Office Clerical Assistant, Robyn Lloyd, accepts the best and fairest trophy from Mr. Commissioner I. Hodges.

est trophies (and runners-up trophies) to Robyn Lloyd, Victoria, in the women's section and Ray Elliott, South Australia, in the men's section. Runners-up were Sharyn Canham and Barry Stephenson of Commonwealth. We here in Victoria, felt it was a most enjoyable Carnival, due in no small measure to the way in which our interstate visitors cooperated with the organising committee. Visits to the basketball centre by the Deputy Chairman, Mr. E. P. Rogan, and the Secretary for Railways, Mr. W. Walker, are indicative of departmental interest and support. To the Carnival Committee, Ernie Huber, (President), Dennis Kerby (Secretary), Miss Trina Beck, Ivan Rendell, Brett Newman and Gary Payne, sincere congratulations for the time and work involved in what proved to be excellent organising. Finally, from the Institute, many thanks to all those people, both in the V.R. Institute and the Department, who assisted us so materially in making this carnival of the success it was.

Cricket

V.R. Cricketers are reminded that the annual match against the Australian Postal Institute will be played on Monday, December 6, at the St. Kilda Cricket Ground, starting at 10 a.m. Lunch will be taken from 1 p.m. to 2 p.m.

Interested railwaymen should forward applications to reach me not later than November 26, indicating whether batsman or bowler and include the best performance recorded during the 1970-71 season. Remember, applicants must be V.R.I. members.

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER



1971

10 CENTS



THE FUTURE

Our 1970-71 deficit of \$29½ million is no real cause for alarm.

Despite the fact that it is an all-time high, there are many factors which over-ride its monetary importance.

First and foremost is that our railway system is an inheritance of legacies dating back to the 1930's which rob us of the ability to do our job as efficiently as possible.

Years of depression, war, and meagre financial allotments from the Government have left this generation of railwaymen equipment of obsolete design which must be retained to carry out our vital task.

And our job is vital. In the metropolitan area, over 400,000 people use trains daily; in the country, more than 40,000 tons of goods and 13,000 people use the steel highway in preference to the roads.

With no railway system, a majority of these rail users would use their own vehicles for passenger transport—meaning a daily increase of more than 100,000 cars on the metropolitan road network.

And of these, about 35,000 would be destined for the Melbourne Central Business District, which would quickly become a monstrous sea of cars, ebbing to and fro between the city and suburbs.

In country areas, more than 4,000 semi-trailers would appear on the State's roads.

To do away with the State's railway system *in toto* would cost

the Government far more annually, in attempting to cope with the sudden jump in traffic flows, than the railway losses.

After all, \$30 million will only buy a few miles of freeway these days, yet it would buy more than 250 modern passenger carriages giving 24,000 extra seats and faster travel, or most of the extra tracks needed to speed peak services, or automation to save the V.R. inordinate expense from its obsolete equipment.

But the real problem is not whether roads are better than trains or vice-versa, but what is a realistic amount to spend on each mode.

The answer to this lies with the Commonwealth Government which professes to be interested in cities yet offers no worthwhile assistance for projects to retain the existing capitals as viable, accessible living, working and recreation areas.

Despite making \$600 million available for urban arterial and sub-arterial roads throughout Australia for the years 1969-74, the Commonwealth Government offered not one cent for State metropolitan railways. If this attitude continues, the railways will fall so far behind competitive standards that an "American" situation will develop. Trains will dwindle out of existence until road congestion forces a resurgence of interest—but by then the costs of modernization will have skyrocketed.

G. F. BROWN

accidents and *agencies* (types) such as falls, sprains, caught, struck, strains and exposures, for the previous month.

The computer tabulates the information into categories such as: headquarters; length of service; date of injury; part of body injured; grade of employee; sex; when ceased duty; agency of injury; age; marital status, completed hours of duty prior to injury.

Plans are under way for eventual tabulation of all injuries, whether time is lost or not.

A DECADE MORE . . .

"Cities of more than two million people can only sustain freeways for another 10 years and are beginning to realise the necessity for underground transport," former operations manager of London Transport, Colonel Gordon Maxwell, C.B.E., said recently.

He was in Melbourne on a five-week assignment as consultant to MURLA.

WESTERN WELDING

Work on welding the north-western line (to Serviceton) has resumed. Two small gangs, each covering about 30 chains a week, are welding the rails into 1,080 ft. lengths by the same method as those working on the standard gauge (see September *News Letter*, p. 131).

One gang is working between Murtoa and Lubeck, the other between Ballarat and Ararat.

Eventually, the entire line from Sunshine to Serviceton will be welded to cut maintenance costs and extend the life of the rails.

Cost of the works is estimated at more than \$1½ million.

A FRIEND INDEED

Railway advertising has long made the point that the railways are the motorist's friend because of what they save them. But at Sale recently, the V.R. turned out to be more of a friend for some motorists than planned.

On Tuesday, November 9, Driver Kevin Smith left Sale with a "light" Y-class to go to Sale Wharf and retrieve some wagons before flood waters covered the tracks.

It was a normal trip until they crossed the Princes Highway when Keith was startled by a policeman running alongside the locomotive calling for them to stop.

"I think we ran over an amphotermeter on the highway," Keith's

YASS-CANBERRA LINK?

The newly-formed Bureau of Transport Economics, working under the auspices of the Department of Shipping and Transport, has a belief that Australian transport systems should be looked at from a national viewpoint.

And the Bureau is currently looking at a direct Yass-Canberra rail link.

About 40 miles long, it would shorten the journey from Melbourne to Canberra by about 85 miles.

The Bureau's report on the feasibility of this link was expected to be made to the Minister of Shipping and Transport, the Hon. P. Nixon, M.H.R., late last month.

Other projects being undertaken by the Bureau include a review of wool transport costs, a study of the economic returns to be gained from

upgrading railway mainlines in Australia, and background research on a modal choice for freight as well as passengers on metropolitan transport.

RED FACES OVER BRUISED BODIES

Modesty is a virtue, but not in the field of publicity. In September *News Letter*, p. 130, an article was run about N.S.W. Railways innovating computer research into industrial accidents—it has since been discovered that the V.R. has been using a computer for similar studies since 1963!

The V.R.'s computer tabulates lost-time injuries so that trends in accident causes and types can be seen.

Since 1963, the computer, each month, has supplied the number of

shaman said to him as the Constable frowned out his tale of woe.

They had—and cut the recording tapes in three.

“The policeman wasn’t very pleased about it because he was about to book a chap who sped across in front of the locomotive, but, in trying to stop us from cutting up his tapes, the car was not pulled up,” Keith recalled.

“He was well hidden in the grass, I never saw the tapes and only saw the policeman when he called out.”

Keith’s fireman tried to cheer up the Constable as he set about repairing the damage by asking him what the Y-class had recorded at.

“About 5 m.p.h.,” was the grudging reply.

About a dozen cars escaped being booked while the amphoter was out of action.

B.H.P. STRATEGY

A dramatic increase in raiing steel by B.H.P.—now totalling more than 1 million tons—has followed the company’s decision to use rail more.

A B.H.P. spokesman said that there were three reasons for the swing to rail:

- industrial unrest on the Whyalla waterfront often upset deliveries;
- a concern to ensure customer satisfaction by more consistently meeting delivery deadlines; and
- greater economies currently being offered by rail, in the wake of solid increases in coastal shipping costs.

However, B.H.P. strongly emphasised that relative economies between rail and shipping would be closely watched.

And the trend to rail could be quickly reversed if the advantages of sea transport reasserted themselves.

BOOM DEATHS ACCIDENTAL

The Melbourne Coroner’s Court, sitting at Dandenong recently, found that two women killed by trains in separate incidents at the Springvale Road level crossing at Springvale station, had been struck on the crossing while flashing lights, warning bells and booms were operating.

The court was told that in the first accident, at 7.25 a.m., the woman was on the crossing with her back to the train, apparently waving at

someone. The woman had then walked into the front of the train.

In the second, 3½ hours later, a Warragul-bound goods train struck a woman who was walking diagonally between the lowered boom barriers.

An onlooker told the court that the woman was watching a train approach from Dandenong but did not look back towards Melbourne.

IGNORED BOOM GATES

A Springvale man who drove through lowered boom barriers at an estimated 50 m.p.h. was brought before Springvale Court recently.

Police said that a utility passed them in Springvale Road at about 10.25 p.m., and they checked its speed at 70 m.p.h. as it headed south. Approaching the level crossing at Springvale station, the booms began to lower. The utility braked to about 50 m.p.h. and hit the boom while it was “bouncing”, throwing it clear.

Although the police were delayed at the booms, they intercepted the car shortly after. The driver told police that he was in a hurry to get home to his wife.

Fines of \$60 for exceeding the .05 limit (.150), \$60 for exceeding 35 m.p.h., and \$25 for failing to stop at boom gates were imposed.

GATES SMASHED

A 17-year-old unlicensed driver was fined \$150 by Dimboola Magistrates’ Court last month following an accident at closed level crossing gates.

The court was told that the car had not stopped after crashing through the gates, but its number had been recorded. The driver told police that his brakes failed as he approached the crossing.

The magistrate fined him \$50 for having failed to stop after an accident, \$100 for having driven without a licence, and disqualified him from obtaining a licence for six months.

MUCK TAKING

Faced with an estimated 700 per cent increase in garbage over the next 20 to 30 years, the head of the newly formed Sydney Metropolitan Waste Disposal Authority, Mr R. Connolly, put forward a suggestion, amongst others, that “giant garbage trains to take waste into the country” was a possibility.

Christmas is the time of year to reflect on what has passed and what should have passed during the year, and to declare good intentions for the coming 12 months.

It is also the time to consider what the world, and your fellow man, has to offer: not in the monetary sense, but in the true meaning of Christmas—an awareness of the joys and value of life.

NEWS LETTER extends seasonal greetings and best wishes for the new year to all its readers.

METRICS

Changes have started already towards the target date of July 1973 for metric conversion of freight rates and measurements for transport.

A notable change to date has been the quoting of wool freights in US cents a kilo (2.2 lb) instead of US cents a lb.

A measurement that will become common is the cubic metre, equalling 35.3 cubic feet, or nearly 1½ cubic yards.

HOUSES BY TRAIN

Over 300 tons of house frame sections for a new refinery town in Western Australia have been railed 2,175 miles from Geelong to Kewdale (near Perth).

Alcoa of Australia is sending aluminium pre-fabricated housing sections for its housing project at the alumina refinery being established at Pinjarra, 54 miles south of Perth.

The aluminium framing (“Alcoa Alframe”) is an integral design which includes door and window frames within the wall. Roofing, spouting etc., are added to the house frame; the house is then clad with brick veneer, aluminium or other material.

FRONT COVER

At the 146 mile post on the Serviceton line is Pink Cutting—a weathered pink granite area.

Making a pleasant picture at this colourful location is No. 86 Goods bringing Wimmera produce to Ararat and Melbourne.

A RECORD YEAR

The Commissioners' annual report for 1970-71, presented to Parliament last month, revealed that despite further records in revenue and efficiency, the deficit was also a record.

The second highest tonnage of goods and livestock ever carried—only 105,326 tons less than the 1964-65 peak—set the pattern for the year. Main reason for this near-record tonnage was an all-time high movement of wheat; in effect, the moving of three season's crops.

More passengers travelled on interstate and country trains—up 2.62 per cent to 628,531 and 3.46 per cent to 3,451,797 respectively. Metropolitan passenger journeys, however, dipped 1.55 per cent to 138,131,108. On the other hand, average earnings from each country passenger journey dropped from 131.43 cents to 130.62 cents but rose from 17.23 cents to 17.36 cents for metropolitan trains and from 512.09 cents to 526.26 cents for interstate travel.

A condensed version of the report is given below.

Operating efficiency reached record levels, portraying the increased efficiency in organization and the application of productive resources.

Despite these efforts, an increase of nearly \$3 million income was more than offset by a jump of over \$9 million in wages alone.

The main increases in earnings were:

	\$
Goods and Livestock ..	2,830,531
Passengers and parcels ..	89,517
Rentals and miscellaneous ..	274,353

Uncontrollable increases in working expenses were principally due to:

	\$
Wages awards ..	9,191,997
Superannuation ..	452,123
Long service leave ..	432,637
Payroll tax ..	199,608
Higher prices of materials and services ..	484,405

	1970-71
	\$
Gross Income	108,000,211
Working Expenses charged against income	129,214,862
LOSS ON CURRENT OPERATIONS	21,214,651
Interest charges and expenses*	8,080,581
Exchange on interest payments	91,553
Contribution to National Debt Sinking Fund	364,848
TOTAL INTEREST, EXCHANGE, ETC.	8,536,982
DEFICIT	29,751,633

* Includes \$5,000,000 payable on interest bearing funds used for renewals and replacement; and \$200,408 paid to the Commonwealth for standard gauge lines.

Cut back

From January to the end of the financial year, the Railways were required to reduce expenditure by \$443,000.

This was achieved by curtailing maintenance to rolling stock, station buildings, houses, etc. In all cases painting was heavily reduced.

In the past, lack of maintenance and painting has proved to be a short sighted policy which considerably damages the public image of railway services. The practice is only a deferment which, eventually—and inevitably—has to be faced up to, and the longer the postponement, the greater the cost.

Loan funds

Despite a persistent fall in purchasing power, the V.R. receives about the same allotment of funds each year with consequent increasing difficulty in maintaining a replacement of over-age assets. Although a large proportion of the available funds is allotted to renewals and replacements, the present programmes are inadequate. For example:

- only 129 miles of track were relaid—82 miles short of the minimum annual total recommended by the Public Accounts Committee;
- the present financial allotment for purchasing new-design metropolitan trains is sufficient for only five trains per annum. In the meantime, the majority of carriages are sub-standard and are being retained in service with inordinate maintenance costs.

Interest-bearing loan funds of \$15,888,796—down \$140,697 from the previous year—were used as follows:

RENEWALS AND REPLACEMENTS

	\$
Way & Works ..	3,991,773
Rolling Stock ..	6,386,678
	10,378,451

CAPITAL WORKS

	\$
Way & Works ..	5,402,438
New lines ..	107,907
	5,510,345

The total of overcapitalization (interest-bearing funds spent on renewals and replacements) since July 1, 1960, now totals \$103 million.

This imposes the double disability of accelerated overcapitalization, and decreased capacity to start new works which can give a return on the investment.

The limited capital at the V.R.'s disposal has necessitated careful selection of projects. By using work simplification methods, adopting modern management principles and encouraging innovation, the drive towards greater productivity has continued without heavy capital commitment. Increased productivity, borne out by the new records in operating efficiency, was not confined to operations but actively pursued in all Branches.

Specific improvements during the year included:

- completion of the automated hump yard—with staff savings and improved customer service;
- extension of mechanised track maintenance, saving 454 men;
- welding standard gauge track into longer lengths to reduce maintenance by up to 60 per cent and extend the life of the rails by 15-20 years.

	1970-71	1969-70	1968-69
Total goods and livestock tonnage	12,490,335	11,835,141	11,315,916
Average haul per ton of goods (miles)	163	172	168
Total net ton miles (goods and livestock) in millions	2,037	2,037	1,903
Average miles per wagon per day	36.61 (H)	35.36	33.22
Average daily wagon output (net ton miles)	400 (H)	378	347
Average net wagon load (tons)	16.39 (H)	16.03	15.58
Average ton miles (net) per goods train hour	4,047 (H)	3,883	3,754
Average net train load (tons)	301	300	298
Standing time (hours) per 1,000 train miles	11.3 (L)	11.8	13.0

(H) Record High

(L) Record Low

Research

Scientific methods and statistical and mathematical techniques, assisted by electronic data processing, have been used to facilitate decision making.

With the aid of consultants, a newly-created section—Operations Research, with a specially trained professional staff—developed a simulation model of a section of the metropolitan service to determine the

optimum use of rolling stock. It is now studying the various types of rail wagons to ensure that building programmes anticipate market demands.

Computers are being increasingly used by railway engineering divisions for design computations.

Consultants assisted in a review of V.R. marketing organization and the organization and operation of the General Storehouse, Spotswood.

The latter is a follow up to the computerization of stores accounting involving issues and sales from stock amounting to \$35,074,774 during the year.

Marketing

No change was made in charges during the year, but a levy of 1 cent per single journey was added to suburban fares to provide funds for the Melbourne Underground Rail Loop. This raised \$446,866.

A further 56 industries were approved by the Minister of State Development as eligible for special rates applicable to "Approved Decentralized Secondary Industries." The annual cost to the V.R. for concessions to the 753 industries involved is estimated at \$772,484.

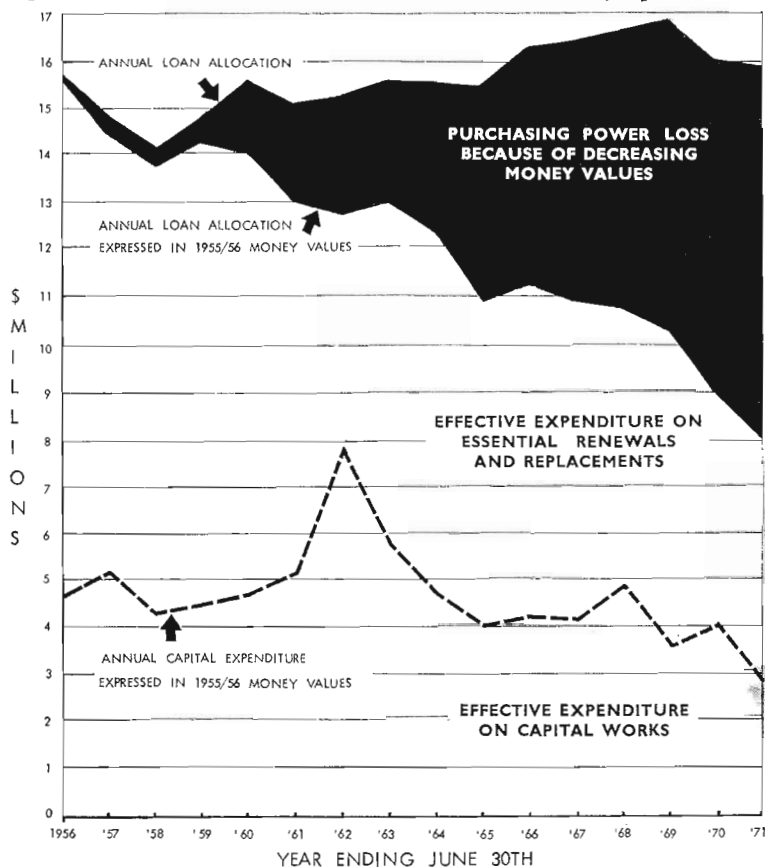
Competition, particularly in border areas, continued to intensify. Road operators strongly pursued business in previously untouched areas, frequently forcing the V.R. to reduce freight rates.

At the same time great emphasis was placed on quality of service. Time-tables were designed to meet the general requirements of customers; proper packaging and careful handling was given special attention.

Passenger improvements

The *Overland* was given a new look. Three club cars, jointly owned and operated by the two systems, were built by the South Australian Railways. The cars went into service in November, 1970, providing first-class sleeper and sitting passengers with evening refreshments and extending to sitting passengers a continental breakfast which was previously exclusive to sleeping passengers.

Later, economy class passengers travelling between Melbourne and Adelaide gained cafeteria facilities from the conversion of part of three sitting carriages.



Axle-driven power generating equipment on individual carriages was eliminated by power cars.

To test public response to fast high-class rail passenger services, an air-conditioned rail car was placed on trial between Portland and Ararat.

It makes possible a day return journey between Portland and Melbourne.

Freight

A large share of the citrus fruit traffic moving to Melbourne from Victoria's Sunraysia district and the Riverland area of South Australia was gained. Also encouraging, was the proportion of wool sold at Portland and subsequently railed to Melbourne.

In the highly competitive timber industry, close liaison with sawmillers and timber agents, particularly in the East Gippsland area, resulted in a high percentage being railed, although permits are available for the road movement of one-third of the output.

A record rail movement of bulk grain this year—115,895 wagon loads—exceeded the previous record by

more than 10,000. As well, 31,188 wagons of other grains were railed.

Diversification by Victorian farmers into alternative crops of oats, barley, rice, sorghum and lucerne pellets, has made grain movement a year-round operation. A large volume of rice from south-west New South Wales is also now being moved.

The year saw a spectacular increase in container traffic as the containerization concept developed further; 16,082 more containers were handled. Close attention to new wagon requirements for this traffic is being given.

Motor cars railed increased by 1,541 during the year to 53,513.

Withdrawn

Following investigation by the Passenger Services Co-ordination Committee, Sunday train services on the Upfield line were withdrawn, and more frequent alternative public transport provided.

Looking ahead

A gratifying and encouraging announcement by the Government was that public transport recommen-

dations of the Metropolitan Transportation Committee would be given priority.

The Melbourne Underground Rail Loop Authority started construction on June 22 when the Minister of Transport, the Hon. Vernon F. Wilcox, M.P., operated a mechanical shovel to break the ground at Jolimont for connections to the tunnels.

Improvements to the metropolitan services are continuing. These include two additional tracks and a flyover between Richmond and Flinders Street, a third track between East Camberwell and Box Hill, which should be completed early in 1972, and widening of bridges over the Yarra River and Yarra Street, Hawthorn.

More car parks were provided at suburban stations, and at June 30, totalled 9,899 spaces at 121 stations. Demand in southern and eastern suburbs is increasing at the rate of seven per cent per annum; an estimated 24,825 spaces will be required by 1985.

Since 1954, \$370,000 has been invested in car parks, but the V.R. feels that it should not be required to bear the whole cost of these facilities which reduce highway congestion.

SOCIAL WELFARE CONTRIBUTIONS

	\$	\$	\$	\$
REVENUE RECEIVED		108,000,000		
SUGGESTED REIMBURSEMENT FOR "SOCIAL SERVICES RENDERED" THROUGH :				
<i>Metropolitan passenger services</i>	8,910,000			
<i>Country passenger services</i>	11,241,000			
<i>Concessions to country industries</i>	4,400,000			
		24,551,000		
TOTAL REVENUE			132,551,000	
WORKING EXPENSES DEDUCTED			129,214,000	
OPERATING SURPLUS				3,337,000
* <i>Interest charges, etc.</i>				8,537,000
DEFICIT				5,200,000

* Includes interest applicable to passenger services and on \$103 million overcapitalization since July 1, 1960.

As in past years, a fiscal presentation giving prominence to the social service aspects of railway activities is included to underline the inadequacies of the conventional presentation.

This situation is in strong contrast to non-interest bearing funds made available for road projects.

A glaring example of this anomaly is the Eastern Freeway and the Doncaster railway project. Both are to share the same route yet, if past practice is followed, the freeway will be interest free while the railway is financed from loan funds. Their purpose is the same—the source of funds should be the same, too.

There has been an encouraging awakening of interest in public commuter transport as predicted in the Melbourne Metropolitan Transport Study. However, it is not sufficient merely to encourage motorists back to public commuter services; it is essential that they remain with them. This can be achieved by providing public transport to match the comfort and convenience of the motor car. Modern metropolitan carriages to world standards are on order for delivery next year.

Inquiry

The Government appointed a Board to inquire into land transport in the State, excluding passenger services within Melbourne, Ballarat, Bendigo and Geelong. The Board's report is awaited with interest.

The Railways saw this Board of Inquiry as concerned essentially with applied economics, that is, a searching after practical solutions to practical problems. In the submissions, comprehensiveness combined with clarity, practicability and objectivity was attempted.

The V.R. submission was centered on the need to secure the maximum economic benefit to the community as a whole, involving a determination of the relative total community costs of the road and rail media; also, the importance of volume rather than distance or type of commodity, on railway unit costs.

Staff

At June 30, the total staff (including casual labour equivalent to 641 men working full time) was 25,878, compared with 26,927 at the same time a year ago.

Achievements during the year were the result of a co-ordinated team effort. Branch co-operation at all levels is an essential feature of railway activity. This was well demonstrated in the way staff acquitted themselves with distinction both before, during and after, the heavy flooding of the Orbost station yard and the destruction of bridges and viaducts. The Commissioners recorded their appreciation of the overall effort during the year.

Staff training

Staff training continued to be given prominence and ranged from University level to on-the-job training. Senior officers attend outside management and business courses; formal "in-training" off-the-job is provided in supervisor training and induction courses. Class instruction in railway skills is provided by the Victorian Railways Institute whose facilities and methods have been modernized.

Industrial scene

Salary and wage increases were granted by the Commonwealth Conciliation and Arbitration Commission to a number of railway grades during the year and general increases followed the decision in the National Wage case. An estimate of the additional cost of the increases is \$6.2 million in a full year.

Under the State Incremental Payments Scheme, the Government authorised additional payments and these are expected to cost a further \$1.8 million in a full year.

The average annual payment, including overtime and penalty payments to all officers and employees, including juniors, was \$3,676 compared with \$3,371 the year before.

ANNUAL REPORT

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 full colour plates, the report will be available from the Senior Clerk, Public Relations and Betterment Board, Room 98, Railway Administrative Offices, 67 Spencer Street, Melbourne, 3000. The price is \$1 a copy, postage included.

Overseas visit

Mr. L. A. McCallum, Assistant Chief Civil Engineer and Mr. A. J. Nicholson, Assistant Chief Mechanical Engineer, left in July, on a visit to Europe, North America and Japan. Their assignment was to investigate latest trends in rapid rail transit and other modern railway development in design, construction and maintenance of passenger and freight vehicles and the operation of hump yards.

Mr. V. A. Winter, Member, Staff Board, represented the V.R. on the 1970 Industrial Relations Study tour of Europe and America arranged by the Victorian Employers Federation. He was away for seven weeks.

WOODEN IT

Burning wood to raise steam in locomotive boilers first became news more than 115 years ago, in 1855, when the directors of the Melbourne and Hobson's Bay Railway Company reverted to coke after several wagon loads of freight were destroyed by fire. The directors had previously ordered the use of wood as an economy measure.

Today, wood as a fuel is used only in steam cranes at Dynon, Ballarat and Bendigo.

Although the advent of diesel power on the V.R. has dispensed with the problem posed by a periodical coal shortage, senior engineers remember that the last coal crisis occurred in 1949-50, and wood was the substitute fuel used in locomotive boilers on goods trains.

Their tenders stacked high with wood billets, the trains would depart in a shower of sparks and the fireman worked non-stop to keep the fire-box supplied with fuel. Every coal stage was stacked with wood. Engines could travel about 40 miles on a tender of wood. There were wood depots along tracks at 30 mile intervals. Sometimes the engine would have a loaded truck of wood behind the tender.

Box or ironbark was the best wood for raising steam. It put a bed of char on the firebox grate. Stringy bark was too light and went straight up the funnel. In spite of the spark showers there was very little damage to freight by fire during the wood burning periods.

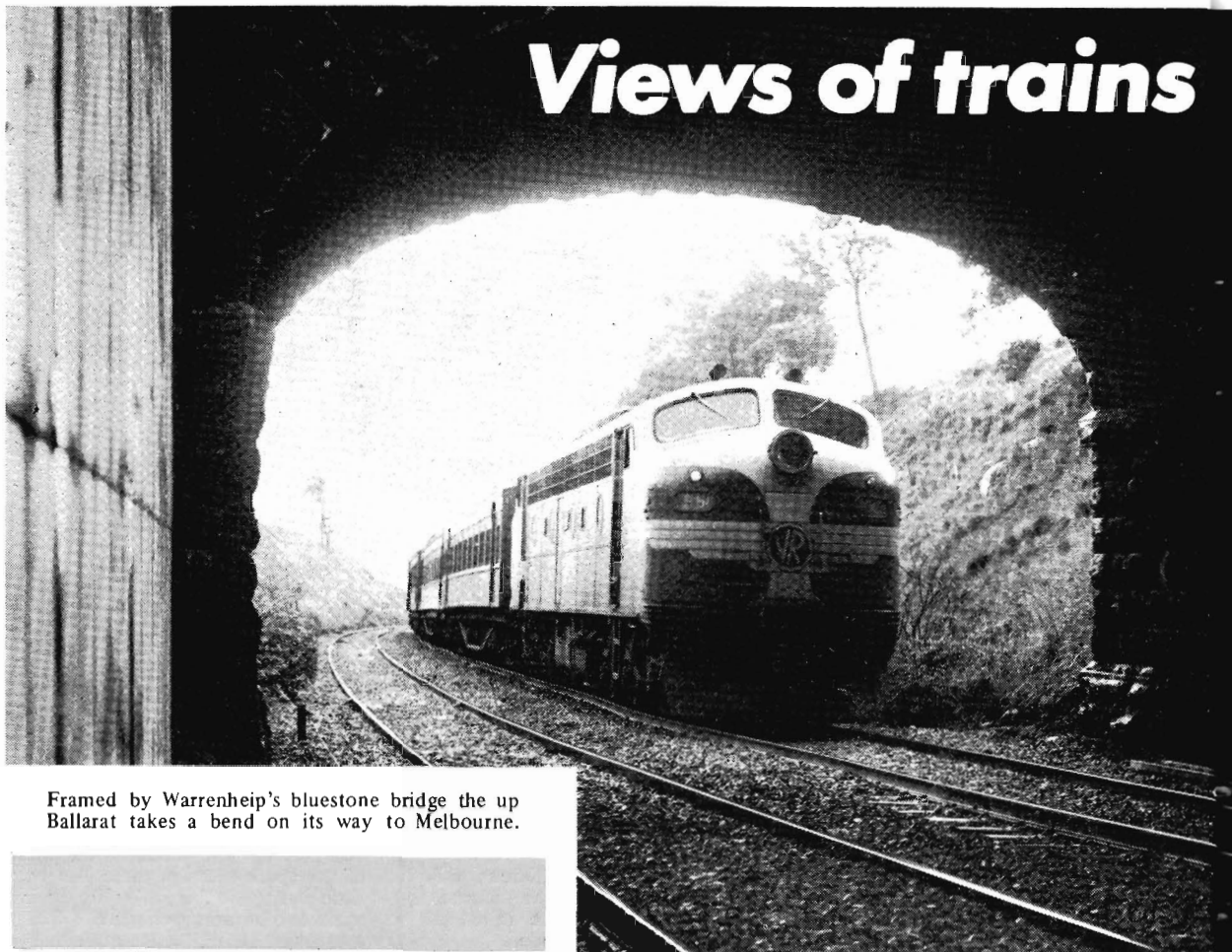
At one time the Railways experimented with charcoal as a fuel, but it was in short supply, and was not a success.

SUGGESTIONS ACCEPTED

During October, awards were made for these suggestions submitted to the Public Relations and Betterment Board:

- Advertising of packets by rail \$5
- Notification to Naval Dockyard of train alterations \$2
- ReflectORIZATION of whistle and curve boards \$80
- Design of holster for pay escorts \$20
- Backs of seats in electric trains be shortened \$5

Views of trains



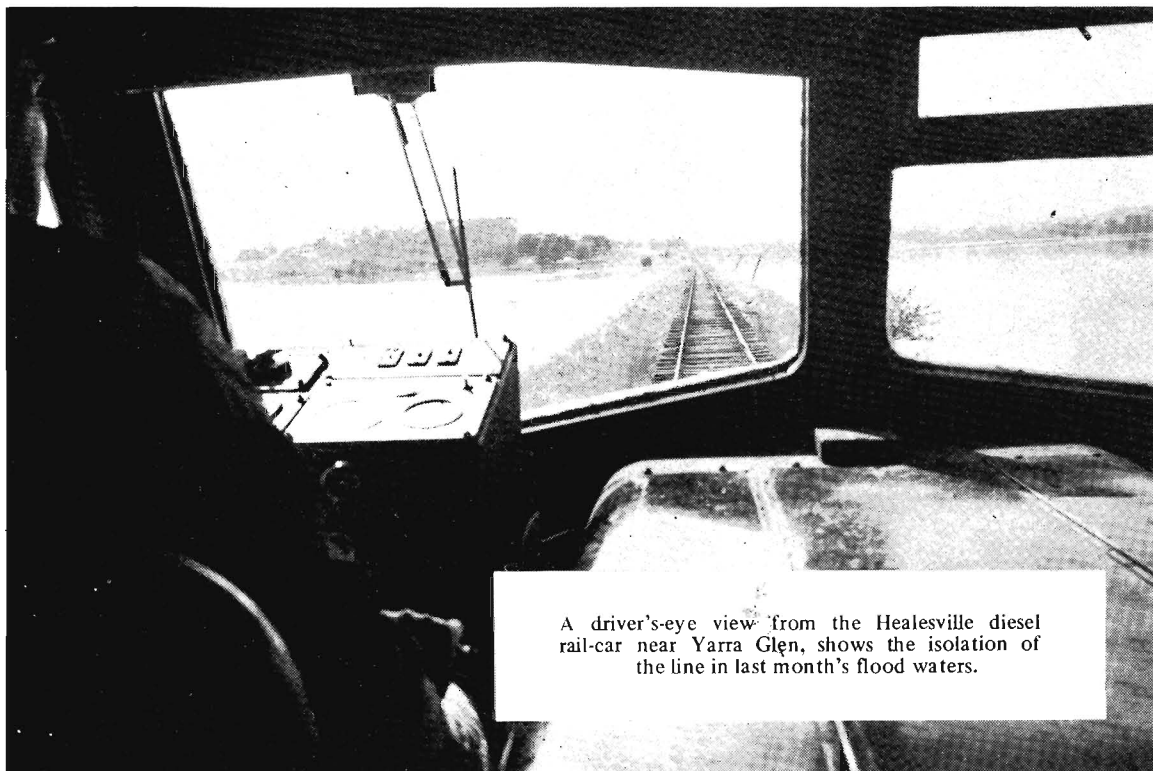
Framed by Warrenheip's bluestone bridge the up Ballarat takes a bend on its way to Melbourne.



Like a snake, an Adelaide-bound fast freight speeds towards Bacchus Marsh. The locomotives are about to cross a section of track that was previously a trestle bridge; this has now been replaced with Armco culverts. Four "jets" hit the road to Adelaide on week days, three on Saturdays and at least two on Sundays.



The scheduled tri-weekly freight train between Camperdown and Timboon makes an interesting picture as it passes over the Curdies River between Cobden and Timboon. Freight carried on the line includes dairying products, lime, livestock, and pulp wood for paper making.



A driver's-eye view from the Healesville diesel rail-car near Yarra Glen, shows the isolation of the line in last month's flood waters.

TOWARDS CLEANER TRAINS

Continuing the battle against litter, the V.R. are taking more steps to make its existing trains easier to clean. Latest measures being tested tackle some of the main areas that bring complaints.

Most litter is the direct residue of smoking passengers. To make their compartments in all metropolitan trains easier and quicker to clean, smoking areas are being re-allocated

into standard positions on each train.

No smoking

A programme is under way to

designate all trailer carriages to completely no-smoking, while two-thirds of each motor carriage—easily identified by the pantograph (which collects power from the overhead wires)—is being marked for smoking. The remaining one-third of motor carriages nearest the pantograph will stay no-smoking (see diagram at foot of page).

This designation only slightly reduces the space set aside for smokers, but standardizes the position of smoking compartments.

Floors

Next step is to make sweeping the floors easier and quicker. Test seats in the new 75 ft. carriages showed the value of not having an open space under the seats, and older trains are having the under-seat area boxed-in for similar reasons.

This arrangement prevents litter from ending up (or being placed) at the rear of the cavity, and makes cleaning easier and more effective, not to mention quicker.

Windows

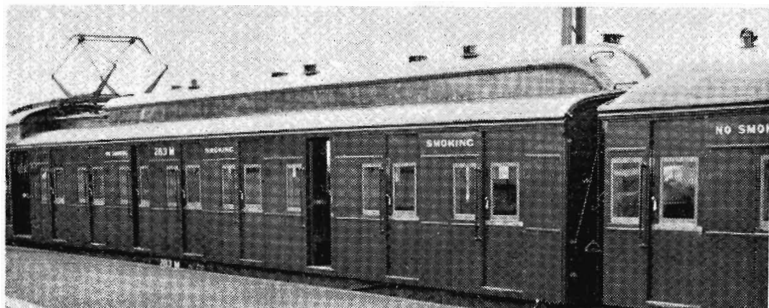
Third area for complaints are the windows in *Tait* (red) trains. Most complaints concern the double windows, between which the doors recess, where continual cleaning problems are caused by the wind currents from the train's motion carrying dirt and dust into the recess.

Cleaning is difficult and time consuming (and time is money) because the windows have to be opened to clean both sides.

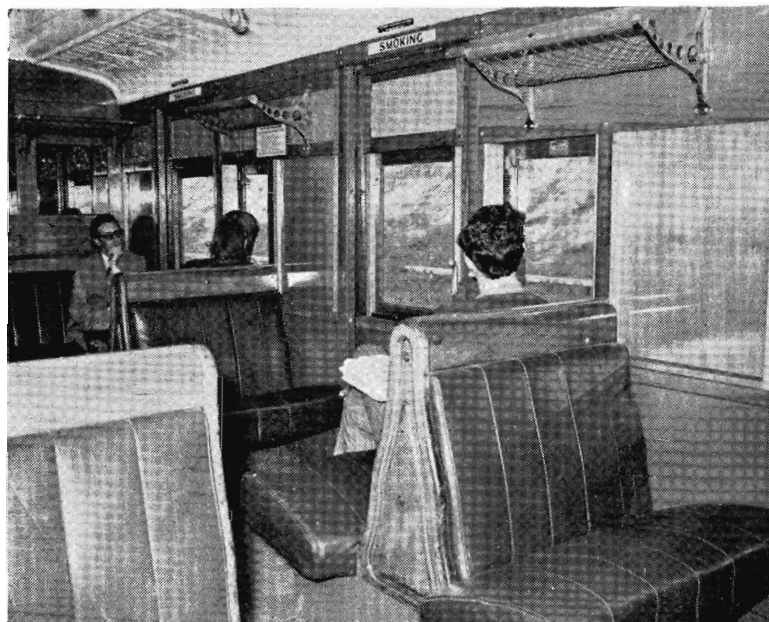
Our cleaning dollar—already running at more than \$2,000 a day—cannot be extended forever, so we are experimenting with carriages in which these windows have been removed.

This cuts in half the glass to be cleaned in each *Tait* train.

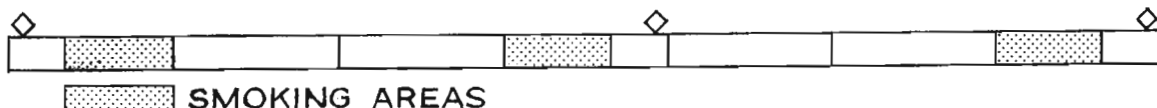
Despite losing one-third of the window area, the light level inside the train is not affected to any great



Exterior of this *Tait* train shows the experimental window modifications and the new smoking/no-smoking arrangement.



Tait trains have received the most modification. Interior of this carriage shows the blanked-in windows and the toplless seats. Subsequently, instructions were issued to box-in underneath seats.

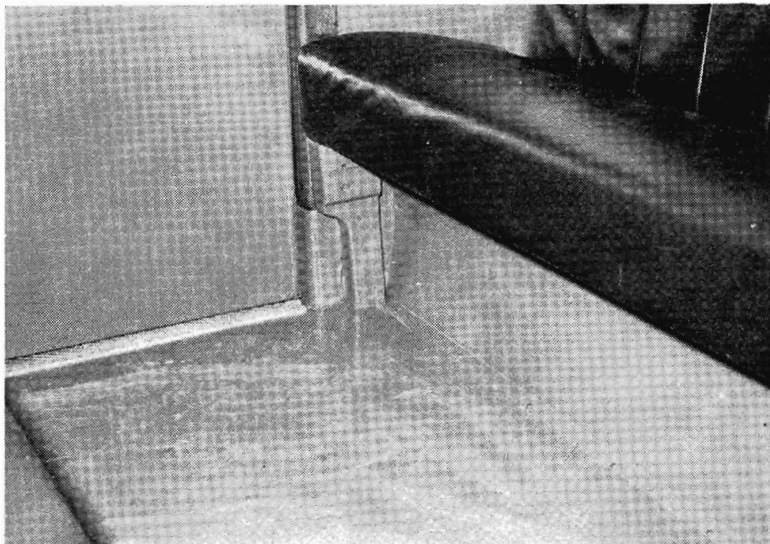


degree; passengers show no apparent preference for sitting at a window before a blanked-in window. *Harris* trains have seats without windows and there are no complaints about them.

Topless seats

Last step in making the *Tait* trains more acceptable is to remove the tops from the seats. In the early 1900's privacy was a valued commodity, but it seems out of place in today's travelling scene. Cutting off the seat tops and opening up the partitions completely alters the interior look of the carriage, making it seem more spacious and light. It has also removed an area that was a delight to vandals.

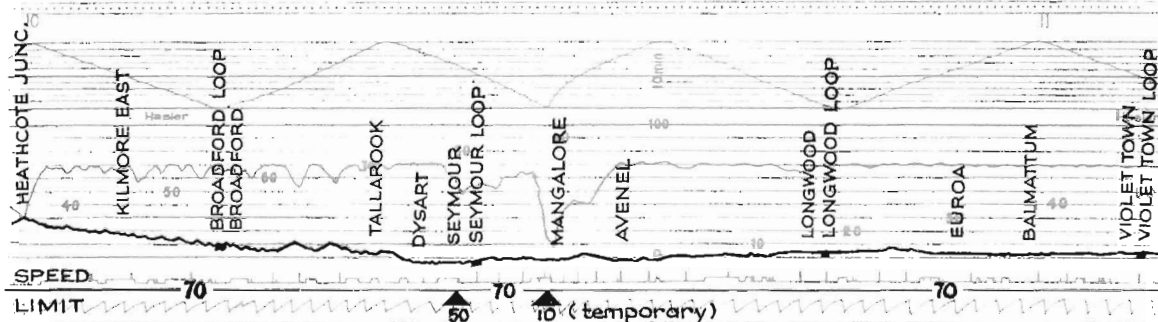
These steps have been taken in the interests of the travelling public and are within our limited financial resources. It is hoped the public will appreciate the efforts and play their part in keeping trains clean.



Boxing-in under the seats limits the area where litter can accumulate and makes cleaning faster by removing deep recesses

CHECKING LOCOMOTIVE SPEEDS

Metallic styli tracing continuous lines onto wax paper is a vital part of the elaborate system of checking V.R. locomotive performance.



This chart, from *Intercapital Daylight*, shows a journey from Heathcote Junction to Violet Town. At the top of the chart, the hour is printed, on a 24-hour basis. The top lines represent minutes so that the exact time of passing any point can be worked out. The middle group of lines indicate the speed of the train in divisions of 10 m.p.h.; they can record up to 100 m.p.h. The two lower markings indicate the operation of the vigilance control and throttle. Superimposed on the graph (in black) is the appropriate gradient profile and the relevant speed limits.

Operating 600-900 ton passenger trains as fast as 70 m.p.h. and freight trains up to 2,000 tons at 60 m.p.h. requires skill from drivers to ensure a smooth, safe trip within the time limit set by the schedule.

Every weekday, more than 2,700 trains run over the V.R.'s 4,170 mile system. In country areas, 660 trains run, with a wide variety of speed limits, operating conditions and schedules.

Keeping a check on these is part of the task of a seven man team controlled by the Superintendent of

Locomotive Running. All have footplate experience.

Every fortnight they check the speed charts from the V.R.'s locomotives and rail cars.

First and most important check is the speed—ensuring that all permanent and temporary restrictions have been adhered to, and that nothing untoward happened throughout the journey.

The driver must endorse the chart with details of unusual incidents.

Because checking is done against a gradient profile, the way the train was handled is evident. Occasionally, a driver may be called in to have a persistent fault corrected or to ensure that locomotives are worked to their best advantage.

Infringements—relatively rare these days—are promptly taken up with the crew concerned.

The chart records at the rate of 5mm to the mile or 5mm to every hour when the locomotive is standing.

In the event of an accident, the

chart is taken immediately from the locomotive for examination. Readings from the speed chart are presented as court evidence and in Departmental inquiries.

At the recent Bungaree derailment, the chart showed that the train was three m.p.h. under the authorised limit at the moment of derailment.

The recording apparatus in the locomotive is almost indestructible. Even after the enormous impact of the *Southern Aurora* collision which destroyed the two locomotives, the relevant speed charts were recovered and proved invaluable in piecing together the events that led to the disaster.

Speed charts have even saved the Department from false claims. In one case involving a claim for fire damage, the charts proved conclusively that there was no train in the area at the time claimed.

The men interpreting the charts are part of a vital link in the oversight of the work of enginemen, and assist in achieving our excellent safety performance.

and, since being Mayor, has had the satisfaction of having other councils investigate the results of the Footscray experiment.

Serving 65,000 people keeps Harry on the go. "I'm becoming a quick-change artist," he quipped. "I usually get home, change clothes, then head out somewhere on an official function."



Mr. Thomas

When he's not on mayoral duties, Harry can be found helping out at Yarraville Football Club where he is a trainer. He is also a trainer for the V.F.L. umpires.

Footscray council has had a long association with railwaymen. Past Mayor, Rupert Basset, was one of several "railway-mayors" and present Councillors Greer and Cruikshank are railway employees.

Shire President

The newly-appointed Shire President at Warragul keeps a close eye on the changes in his and neighbouring shires; he is special class driver Max McCarthy, who surveys the scene almost daily from the locomotive cab.

Max, with 33 years in the V.R. behind him, has been a councillor at Warragul for the past four years and was elected unopposed as Shire President in September for a one-year term.



Mr. McCarthy

He is quick to point out that Warragul is Victoria's premier town for 1970-3, but how does he see his Shire's future? "The district is losing industrially, mainly because of the rural crisis, but is developing as a residential and commercial area for Latrobe Valley, Dandenong and Melbourne industry," he said. "Plans have been prepared indicating a ribbon growth of industry and housing from Geelong to Warragul, and present trends show this is happening."

Max joined the V.R. as a lad laborer at Newport Workshops, but switched to the loco life. He got his drivers' ticket at Ballarat in 1949, then moved to Warragul in 1951.

As Shire President, Max is the ratepayers' senior elected representative and chairs the council meetings. He is also responsible for arrangements for visits of dignitaries and honoured guests.

His community work has been

AMONG OURSELVES

Mayor

Head of a \$24 million industry is not usually associated with railwaymen but that's what Harry Thomas, a car builder at the V.R. motor garage, is in his role as Mayor of Footscray.

A railwayman for 24 years, Harry has worked at North Melbourne Workshops, the passenger yard at Spencer Street (for 18 years) and the garage.

For the community, he has been a campaign secretary of an ALP branch for 10 years and a Footscray councillor for three years.

Harry is pleased at Footscray's development, particularly since a pedestrian mall was introduced. He was chairman of the committee which investigated and approved the idea,

Bridge gang



Members of Ballarat Works Gang No. 2 are currently working on bridges between Ararat and Maryborough. See here digging around sheeting on a bridge near Dunneworthy are (left to right) Bill Cocking, Bob Booth, John Rivett and Geoff Garter (obscured).

going on for many years—during his term as councillor, he was on many committees, and in his spare time he has worked for a local church and the retarded children's centre.

Tennis is his sporting interest and he is a life member of the Warragul Tennis Association. He has also been secretary and president of the Warragul V.R.I. tennis club.

First-aid

Well known to railway first-aiders throughout the State is Sale's yard assistant, Tim Nolan, who was a marshall at the recent V.R. competitions.

Tim now has 15 first-aid certificates; he got his first in 1942. He has been a member of the Sale team in the district competitions; the team has won every year since 1958.

A sergeant in the St. John Ambulance Association, he was recently appointed the V.R. first-aid instructor at Sale. New staff at the station will be his pupils.



Mr. Nolan

Taking his interest in first-aid even further, Tim attends local football matches to render first-aid when necessary.

He joined the V.R. in 1941 at Melbourne Goods, as a casual. He became an acting signalman, and, in 1945, moved to Sale, where he has remained.

Tim is also well known locally as the branch secretary of the A.R.U.

RETIREMENTS

COMMERCIAL BRANCH

Richards, J., Head Office, 23/10
Peacock, W. F., I.P.O. Spencer St., 10/10

ROLLING STOCK BRANCH

Bassett, J., Jolimont, 22/1
Bouch, S., Bendigo Loco, 18/1
Cabouridis, S., Newport, 14/1
Christie, C. S., Bendigo Nth., 16/1
Croft, G., Head Office, 8/1
Dow, J. D., Traralgon, 28/9
Faga, A., Newport, 20/10
Jones, W. P., North Melbourne, 16/1
Harrison, W. H., Newport, 30/1
Hughes, R. G., Stony Point, 24/9
Marscovetere, V., Newport, 5/10
Neil, J., Newport, 24/10
Rogan, M. S., North Melbourne, 17/9
Tsangaris, I., Jolimont, 29/9
Williams, A. E., Newport, 21/1
Worcester, C. W., North Melbourne, 5/1

TRAFFIC BRANCH

Bakes, H. A., Carrum, 30/10
Canning, R. M., Dandenong, 5/1
Case, A. W., Geelong, 11/1
Crowe, T., Flinders Street Yard, 13/1
Foster, W. G., Spencer Street, 8/1
Mann, H. W., Melbourne Goods, 20/10
Nash, T., Melbourne Goods, 24/1

Schultz, A. R., Melbourne Goods, 3/11
Snell, I. W., Bendigo, 9/11
Sweeney, A. A., Melbourne Goods, 26/11

WAY AND WORKS BRANCH

Anderson, A. E. V., Echuca, 24/9
Billett, C. E., Spotswood Workshops, 22/10
Borthwick, R. N., Spotswood Workshops, 29/10
Dempsey, R. G., Donald, 4/10
Dusek, A. R., P.W.M.D. Spotswood, 29/10
Fraser, F. G. L., Hamilton, 3/11
Kowalec, G., Fernbank, 23/1
Loprete, P., Tottenham, 16/1
McPherson, K. R., Bendigo, 13/1
O'Keefe, W. F., Spencer St., 10/1
Peters, M. G., East Melbourne, 15/1
Smith, W., Spotswood Workshops, 5/10
Vincent, E. A., Laurens St., 26/10
Walker, A. G., Laurens St., 6/1

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
DeVos, J. D., South Dynon, 6/11
Gilmore, C. W., Ballarat Loco, 5/11
Mascaro, M., North Melbourne, 16/10
Parker, F. A., Ararat, 10/10
Paties, S., Newport, 20/10
Tognolini, B. V., North Melbourne, 19/10
Turner, F. M. L., Jolimont, 7/10
Zolnowski, M. W., Newport, 12/10

TRAFFIC BRANCH

Fulford, J. J., Melbourne Goods, 24/10
Rigby, J. D., Bendigo, 5/11
Williams, A. G., Melbourne Goods, 28/10

WAY AND WORKS BRANCH

Brzozek, M., Caulfield, 26/10
Cleaver, G. H., Swan Hill, 2/11
Laskowski, W. R., Werribee, 15/10
McLellan, C. J., Richmond, 3/11
Ramage, A. H., Wandong, 10/11
Valiante, R., Flinders St., 11/10

Institute News

The Institute Council wishes
all members a merry Christmas
and a happy new year.

SPORT

by Oss. Keating

1972 Country Weeks

Dates for the 1972 V.R.I. Country Sporting Weeks are:

Bowls— February 7-11; entries close January 10.

Cricket— February 21-25; entries close January 28.

Tennis— March 6-10; entries close February 14.

Golf— October 2-5; entries close September 11.

Sunday, August 17, 1972, has been set aside for the Country Carpet Bowls Championship.

Intending participants are reminded that fixtures are conducted at top class venues around Melbourne and, if required, accommodation can be arranged in the city area. Applications for leave to attend fixtures should be submitted as early as possible, through the normal channels, so that, if granted, relief can be arranged.

Cricket

It is very pleasing to report that the V.R.I. Cricket Association is again conducting a competition for the Commissioners' Cup. Four teams have been entered: Spotswood (last year's winners), Loco, Codon and Melbourne Yard. The home and home games will conclude on March 7, and the all-day final will be played on March 14. The turf wickets at Royal Park are the venue.

Golf

The Maryborough V.R. Institute recently conducted its first golf championship, and the organising committee was highly delighted with the excellent entry received from railway golfers. The main event, the Central Championship, was won by Alby Jack of Bendigo, who also won the A grade scratch and handicap events. Alby is one of the most consistent low handicap golfers in the Department, and, with the exception of open championships at this year's country week, has won most of the major tournaments he has played in this year. Reports indicate that the tournament was very well organised and Hon. Secretary Mario Rossini, and his helpers, should be well pleased with the result.

The North Eastern V.R.I. Golf Championship was also conducted during the last few weeks and again an excellent roll up of V.R. golfers contributed to an interesting and pleasant day's golf. The winner of the North Eastern Championship was Jack Manning, of Benalla, and J. H. Jupp memorial trophy (for the lowest nett score) was won by Ike Dawkins. The Manning and Dawkins team are well known to country week golfers as they invariably manage to take back at least one trophy between them. Congratulations to Peter Hale and his committee for another fine tournament.

NEWS LETTER INDEX FOR 1971

HERE is a page reference to items in the January to December issues.

	Page		Page		Page
Accidents at level crossings	114, 118, 179	Grave, Australia's largest mass	148	Safety	
Accounting probe	91			computer checks on	130, 178
Adelaide to get S.G.	163			driving awards	59
Advertising, V.R.		Hodges, I.G., appointed Commissioner	131	injury from ring	59
has impact	100	Houses by train	179	record	21
stories behind "go bys"	116			shoes save	58
Aerotrains to airport	83	Incinerators abolished	162	Seats, net suspension	60
Amphometer damaged by locomotive	178	Induction course	34	Show exhibit	152
Annual Report	180	Inquiry		Signal, eyesight testing	67, 74
Ararat, coal stage demolished	51	railway accounting	91	Smoking on trains	115, 118, 147, 162, 186
Army trailers, railed from Mentone	112	transport	19, 42	Speed, checks on	187
Auto coupling for Europe	117	Interstate V.R.	54	St. Arnaud	71
Awards				Standard gauge	
driving	59	Land values along rail routes	34	Melbourne-Sydney traffic	88
railway exhibit	117	Level crossings		to Adelaide	163
safety	21	accident statistics	114	Standard time	162
Balranald line	54	penalties for infringements		Stations	
Beautification	119	Lighting unit, mobile	76, 118, 130, 155, 179	at Wells Park	34
B.H.P. strategy	179	Litchfield-Minyip link	23	classified by National Trust	29
Bogie exchange, Terowic	53	Loan funds, work restricted	28	names changed	66
Boom gates, accidents at	179	Locomotives		Spencer Street or Elizabeth Street?	166
Border hopping	34, 42	first steam	7	Warragamba, name changed	66
Box Hill		last Indian steam	30	Yarraville, centenary	163
busiest station	50	named	115	Suggestions accepted	167, 183
Elgar Road level crossing abolished	88	two million milers	87	Super porter, wanted back	82
station committee	34			Supervisors course	62
third track works	136	Map, metropolitan transport	50	Telephone number changed	115
Brakevans, new	57	Melbourne Yard		Terowic bogie exchange	53
Bridges		aerial view	8	<i>The Overland</i>	
being replaced by culverts	24	commissioned	4	cafeteria cars	37
strengthening at Hawthorn	150	Merbein, vineyard on railway land	75	P.A. system	130
Caravan train	121	Metrics	179	Track	
Carriages		Minister's new year message	2	paved	92
cleaning at Flinders St.	151	Morris, C.S., made Acting Secretary	83	welding	131, 178
prototype suburban	22	Museum, Bright station	7	Trains	
Chairman's Comments		Named trains, 45 years of	67	advanced passenger	135
Density is the key	50	National Trust classification for		aerotrains to airport	83
Fares as tax deduction	114	stations	29	all caravans	121
Future, the	178	Parcels trollies, new	191	cleaning	151
Getting the message across	66	Parking costs	34	disruption at Jolimont	164
Getting tough	146	Passengers		fastest in world	114
Immediate value for money	34	habits of	138	hovertrain	60
Passenger appeal	82	struggle for	146	livestock	24
Passenger subsidy for CN	130	transcontinental traffic	76	Metroliners	156
Premier's opinion	3	Petrol tanker drivers fined	76	modifications for cleaning	186
Ten per cent	18	Plasma torch	92	petition for retention of swing door	83
Vandals	98	Portland		Portland	99
90,000 seats	162	new rail car demonstration	122	steam for tourists	60
Chatham, third platform works	121	traffic	23	Upfield, Sundays, withdrawn	82
Commonwealth aid to railways	26	Public transport, use of	66, 98, 115	why Melbourne has old trains	35
Commuters, habits of	138	Puffing Billy, millionth passenger	83	45 years of names	67
Computers		Rail car		Transport	
reservations by	156	air-conditioned	90, 122	inquiry	19, 42
safety checks	130, 178	W.A.	107	problems in Australia	84
TOPS	92	Railpax	30	survey	163
trains, controlled by	135	Rails		Trollies, parcels, new	191
Containers, six on one wagon	135	"bullhead"	89	Truck spotter	72
Court penalties	76, 118, 130, 155, 179	100 years old	89	Turtle club	58
Diggora West, name changed from		welded	131, 178	Two million club	87
Warragamba	66	Railways		Underground railway, Melbourne	
Disruption at Jolimont	164	ALP wants	146	authority named	18
Dog delivers parcels	168	bought by employees	60	Bill	6
Dogs on railway premises	2	colour scheme	82	building methods and plans	102
Education Officer, address to union	151	filming	56	consortium	131
Electronic weighbridge	154	first W.A. line	107	finance	114
Fares increases	132	largest, USSR	30	programme	130
Freight		Litchfield-Minyip link	23	rampwork	120
figures	50	Mt. Isa-Portland?	82	staff appointments	147
rises	132	Rome	52	turning first sod	102
Fire		second largest, India	30	worksite history	146
prevention award	3	scope for Commonwealth aid	26	Uniforms, new, female station	
prevention, Gippsland	155	QR's Goonyella coal line	92	assistants	163, 172
prevention, State	162	TGR's Bell Bay line	135	Vandals	76, 115, 134
First-aid		transport problems in Australia	84	Vineyard on railway land	75
interstate competitions	10	update, says TNT	146	Wagon, N.S.W., on test	168
State competitions	170	Underground—refer Underground		Wagon scanner	60
Flinders Street, original booking office		railways		Walker, W., made Acting Commissioner	83
found?	59	Vietnam	68	Warragamba, name changed	66
Flood		Yass-Canberra link?	178	Weighbridge, electronic	154
Sale	41	Rapid transit—PATCO	107	Welding rails	
Orbost	38	Relaying, Ararat-Maryborough	147	on standard gauge	131
Yarra Glen	185	Reynolds, L.A.		on western line	178
Footbridge, M.C.G., new	147	to design Mombasa hump yard	82	Wells Park station committee	34
Garbage, disposal by train	30, 179	to retire	76	Westernport development	120
Gas		R.O.A. appointment	118	Wig wag, last	74
by train	50			Windmills by train	168
Pintsch, wagon	57			Work restricted	28
platform tractors converted	118			Yarraville, centenary	163
				Yass-Canberra link?	178

NEW PARCELS TROLLIES SAVE CLAIMS

A 50 per cent reduction in cash paid out for claims against the general trend of an 11 per cent increase in claims is the record of the V.R.'s parcels container trollies in a recent three-month survey.

The container trollies—based on British Railways universal trolley equipment (BRUTE)—were first tried by the V.R. more than three years ago; two trollies were used on some Gippsland and Bendigo trains and metropolitan parcels coaches.

The trollies—3 ft. 6 in. wide, 5 ft. long and 4 ft. 6 in. high—have a 76 cu. ft. capacity.

After early problems were overcome, a further 12 trollies were ordered. They were delivered in June. Most went into service on the Gippsland line, some are being used between Melbourne and Leongatha and others are being tested on Horsham trains.

Main advantages of the parcels container trollies are that they eliminate at least two handlings of the parcels; they are more difficult to pilfer from because they are enclosed on three sides and have a blind on the front; parcels cannot fall from the trollies; and, because parcels cannot be stowed outside the line of the trolley, they cannot be damaged by striking posts, etc.

But the savings don't end there. Loaded trollies are wheeled to and from the train, and travel in the van. This saves transferring parcels, and, at the centres tried so far, has succeeded in cutting parcels handling time by about half.

Each trolley takes parcels for one destination, but if there is space, a divider can be added and loose parcels for wayside stations loaded on top.

On trains to Melbourne, parcels loaded at wayside stations can be promptly placed in a container trolley for the correct Melbourne parcels office, including "transfers".

Each trolley can carry a plate indicating its destination.

Ramp

To make the transfer from the van to the platform easier, a special ramp was designed. Equipped with a



Parcels Foreman Peter McArdle (left) helps unload a container trolley. Despite their heavy appearance, they weigh the same as existing trollies, and are easily handled and manoeuvred. Trolley at far left shows the blind arrangement.

towing hook, the folded ramp can be towed behind platform tractors or trollies to the van.

A large brakevan (CE) can take nine container trollies, but seven is considered the optimum number because there are always loose parcels to be carried.

A drawback to the use of the trollies is that they require a large parcels volume for efficient use. Their maximum use is being evaluated.

Narrower

Future container trollies will be four inches narrower to allow more space for access between them when placed side by side in brakevans.

Flinders Street Parcels Foreman, Peter McArdle, said that both he and his staff find that the trollies save a lot of the backbreaking work in transferring parcels into the vans. Stationmasters have commented that the transfer from train to parcels office is much quicker and easier.

Costing only a little more than

conventional platform trollies, it appears certain that, in view of their ease of handling, convenience and time saving features, the container trollies will soon be seen in other districts.

THANKS

Heatherdale, Ringwood, Lilydale

I wish to convey my sincere thanks for the prompt and kindly attention I received from your staff at the Heatherdale, Ringwood, and Lilydale stations, for the swift return of my hat which I had left in the train from Melbourne.

I also wish to state how few of us travelling public appreciate all the work necessary to keep trains to a time-table, and the immense responsibility of the operating staff.

—H. L. Simpson, C/o the Manager, State Savings Bank, 37 Queen Street, Melbourne.

1972

Terminating dates of Pay Fortnights shown in Blue
 Public Holidays shown thus — ○
 (Good Friday 1973 — April 20)

1972

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