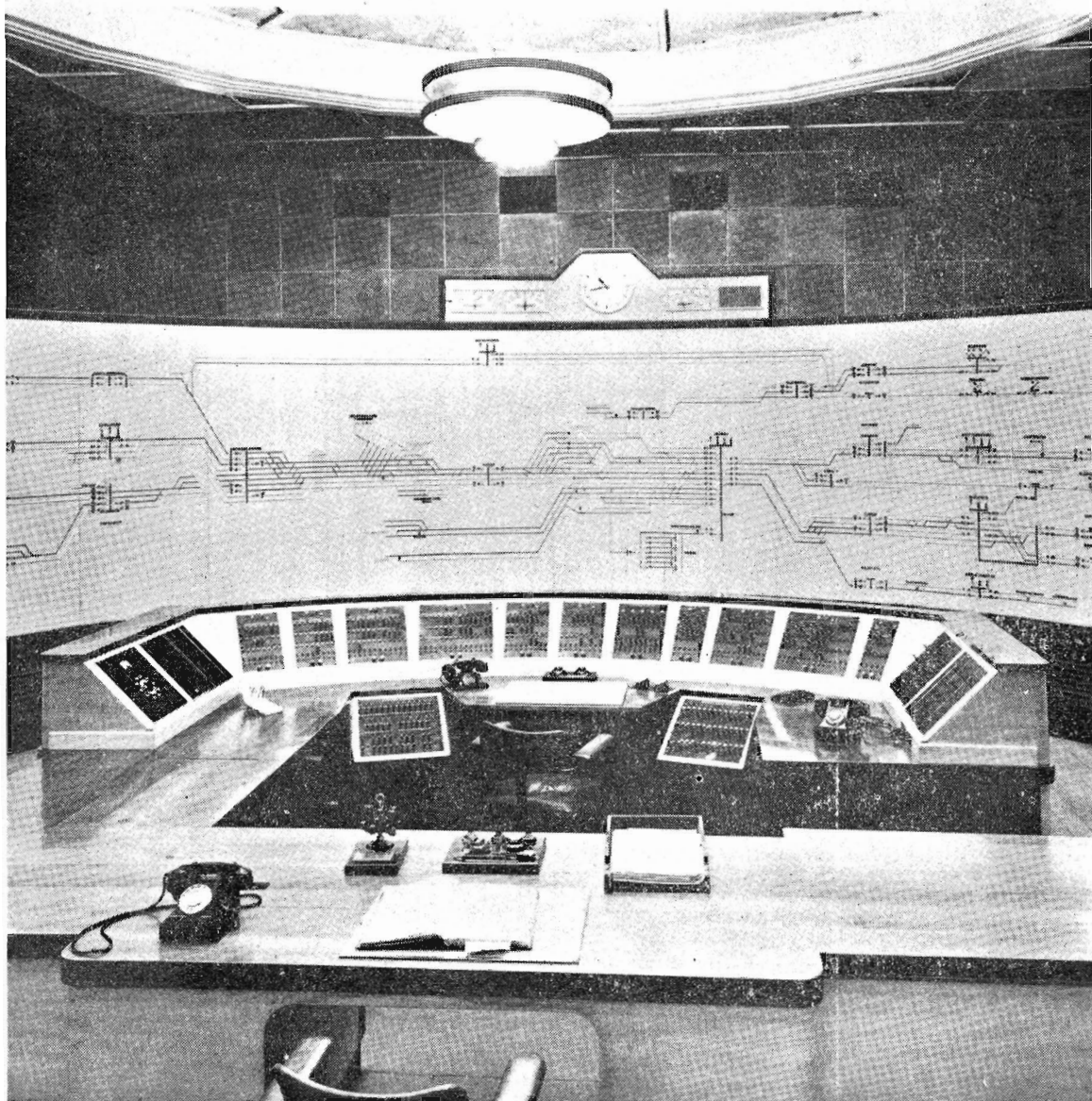


The Victorian Railways NEWS LETTER

JANUARY 1947

Issue No. 196

INSIDE THE POWER OPERATIONS ROOM



This is a view of the Power Operations Room, Flinders Street Yard, from which the supply of electric power for the operation of the Melbourne suburban trains is controlled, and without which the difficulties of maintaining continuous power service to trains and signals would be so great that delays to trains and consequent disorganization of services would be frequent and sometimes lengthy.

The Growth of Safeworking

Part 4

THE semaphore signal was introduced in 1841 and its commonsense simplicity immediately made it popular. There were three positions of the signal—"danger," with the arm at right angles to the post; "caution," with the arm at 45°; and "all right," with the arm concealed by the post. The signals were known by red, green and white lights respectively. After the introduction of the block system, the "caution" position became the "all right."

For sometime after the semaphore signal came into general use, each signal was operated from a lever at its base. Levers operating points were placed nearby. The task of leaving a warm hut to attend to various signals, some of them quite some distance away, was not at all attractive especially during the freezing winter months, and often the policeman's life was not a happy one.

About 1841 an ingenious policeman set to work with lengths of wire which he attached to signal levers and, using a broken chair as a counterweight, found he could operate the signals from his hut. He paved the way for the first signal cabin and the idea was adopted generally of grouping signal levers at a convenient spot. The points, however, were still operated by levers near them, and there was generally no connection between points and signals. This was a risky business, for with the independent operation, a moment's forgetfulness on the part of the police-

man could bring about a major accident—and frequently did.

Inventive skill was applied to the problem and a device constructed which allowed signal and point levers to be conveniently concentrated and interlocked. No contradictory movements could now be made. By 1870, when the block system was generally adopted on the main lines, interlocking devices had become very effective and were widely used. By the Railways Regulation Act of 1889, their use became compulsory.

By 1889, therefore, railway safeworking had evolved considerably. Beginning with the coaching idea of the driver being solely responsible for the safety of his train, in turn had grown up the policeman, the fixed signals, the time interval system, and then the block system, and allied with them, isolated signals, concentrated signals, and finally the concentration and interlocking of point and signal levers.

V. R. MAN IN CHINA WRITES TO "NEWS LETTER"

IT was reported in the August "News Letter" that three Victorian Railwaymen had left Australia on loan to U.N.R.R.A., South West Pacific Area. They were Messrs. R. Wilson, E. Pidd and T. Dawes, of the Rolling Stock Branch.

They arrived in China safely, and three fascinating letters have now been received from Mr. R. Wilson. His first letter, written from Shanghai, says:

"I have been loaned from U.N.R.R.A. to C.N.R.R.A.—Chinese National Relief and Rehabilitation Administration, and assigned as Loco. Inspector to Peiping—Tientsin Railway. I have been given a Chinese passport which guarantees protection anywhere in China by police and military, my Chinese name being Wei Lo Pei (Way Lo Pay). I have seen a few locos. at Shanghai, the most impressive to me being those brought over by the Japs., mostly 2-8-2 type and very well constructed.

"The Nanking-Shanghai service is good, 25 passenger trains each way daily and always packed. The night expresses are also good, 12 cars and 3 sleepers hauled by a Pacific type loco."

In his second letter from Tongshan, North China, he says:

"We have found that the Chinese National Railways have a foundation built originally on good British practice. During the many years of Japanese occupation this good practice was set aside. Locomotives were run to a standstill without a sane maintenance system of any kind. The few remaining locomotives in service were shot up by the American Air Force."

The third letter, written in Peiping, was posted during November:

"Many thanks for the 'News Letter' and congratulations on the success of the enlarged edition. Both Tom Dawes and myself have received our copies regularly. Ern Pidd was assigned to the Peiping-Hankow Railway, so being stationed in Hankow, we have had no contact with him. It will be many months before that section is opened up to traffic. It received the full blast of much recent heavy fighting.

"Our six weeks in Tongshan was an experience in itself. We worked very hard there, which, of course,

we were prepared to do. Early in our survey of the eleven workshops and depots of North China, we assessed the maintenance cost against the mileage run by the locomotives as being terrific, due mainly to the heavy renewal of non-ferrous materials, which was necessary because of hard grease lubrication. Hard grease to axle boxes, big ends, coupling rod bushes, even motion gear, everything running at a sizzling temperature.

"We immediately impressed the Special Commissioner, Mr. Shih, of the possibilities of light oil lubrication. He selected a locomotive for us, P. 1586, a 6 ft. "Box-Pok" wheeled Pacific of 150 tons. We were given a free hand in Tongshan Workshops. After the completion of our blueprints we went ahead with the job. Our ideas were entirely revolutionary to the practice adopted here. The Supervisors at the workshops would not come near us. All engines were being turned out with ½" lateral play in the axle boxes. We reduced that to 1 m.m. and made all bearings tight. It was expected by all that we would not get past the first curve, but the tests proved otherwise.

"The first test was Tongshan-Kuyeh with 1300 tons of coal, back to Tongshan, light engine at 65 miles per hour. Incidentally two special crews, two drivers and firemen were sent from Peiping to run the trials. I must mention here that two firemen are employed on all runs, one to fire and the other operates the injector and lubricator.

"We consider we were very fortunate on the second day's trials. We were coupled to 1500 tons of coal awaiting orders to depart as scheduled at 7.30 a.m. ex Tongshan to Tientsin. To our surprise they switched a fast freight ahead of us. We were waiting for this train to clear the section when we heard three loud explosions. Three land mines had badly derailed this train. It could easily have been ours.

"The next trial was the non-stop Tientsin-Peiping express the following day. We were met at Peiping by many officials and every bearing was cool after running 15 minutes ahead of time. Light oil lubrication is certainly giving the officials plenty to think about."

FINE WORK BY MESSRS. GALLETTY AND CHAPMAN ABROAD



In the above picture taken in Germany, Mr. W. O. Galletly is third from the left and Mr. H. Chapman is on the extreme left. It will be noted that for the purposes of their investigation they had to wear military uniforms.

MR. W. O. Galletly who, with Mr. W. H. Chapman, has been investigating in Germany the question of using brown coal as a locomotive fuel, has completed his inquiry and has prepared a long and comprehensive report revealing the extent of German experience with "pulverized fuels and lump brown coal."

The initial inquiry occupied Messrs. Galletly and Chapman for eight weeks in Germany, and the report which has been prepared covers every aspect of a highly technical subject and will be of immense value to the Department.

In a summary Mr. Galletly states: "The investigations disclosed that, from 1923 onwards, the German State Railways, acting in conjunction with certain German locomotive builders and brown coal-mining syndicates, had conducted an intensive research into all phases of the problem of utilizing their resources of pulverized brown coal as locomotive fuel.

"Until 1928, the work was confined to experiments on stationary locomotive boilers, but over the period 1928/30, they converted ten goods locomotives to burn this type of fuel. These gave satisfactory service after some initial problems, especially those associated with ash, had been overcome and they continued to operate at least up to 1944.

"The German State Railways," he continues, "subjected these locomotives to extensive dynamometer car trials and over a long period kept detailed records of the service performances and costs compared with equivalent grate-fired locomotives using black coal.

"Those records show that the converted locomotives operated to the same load and time schedules as the grate-firing equivalents and it is claimed that they were reliable in service." Mr. Galletly adds the interesting comment that the records indicate that the use of pulverized brown coal as a locomotive fuel was an economical proposition at the German average ruling prices of lump black coal and brown coal just near the brown coal areas, but not elsewhere. The ten engines are now out of service in the Russian occupied zone of Germany which, unfortunately, our officers were not permitted to enter.

When possible, Messrs. Galletly and Chapman also took advantage of any opportunities of studying British Railways, their operations and workshops practice, and learning a good deal that will be of value here. In a recent letter Mr. Galletly mentioned that over 1200 British locomotives were to be converted to oil burning at the request of the Government, which was bearing the capital cost of the conversion and the construction of storage and refuelling installations—

anticipated to be £2,000,000. In addition, the Government will refund the import duty on heavy fuel oil as from April next, and has agreed to pay a subsidy of £1 per ton in the meantime on all such oil, whether imported or produced in Great Britain.

Mr. Galletly was particularly impressed with the high percentage of locomotive availability attained by the London, Midland and Scottish Railway, the normal figure being 88%. Everyone from the Chief Mechanical Engineer down makes this his primary consideration. This remarkable figure easily surpasses that of any other system inspected.

Messrs. Galletly and Chapman are now in America examining locomotive test plants and trials of experimental locomotives embodying novel features such as turbine drive, multi-cylinder, poppet valves, and engines designed to use low grade fuel. They will also study the latest American ideas regarding sleeping cars. Incidentally the two young engineers had the good fortune to cross the Atlantic on the "Queen Elizabeth."

Railway Girl is Champion Athlete

SUCCESSOR to Doris Carter" is a critic's description of Miss Wilma Collins, young member of V.R.I. No. 1 ("A" Grade) Women's Athletic Team. Miss Collins, who is a typiste in the General Passenger & Freight's Agents Office, is only 17 years old, but already she has set up an imposing array of performances. In 1944, her last year at school, she was Victorian Central Schools Girl Athletic Champion. After completing a business course she joined the Railways in July 1945, and quickly found a place in the V.R.I. junior team. Before the season ended she collected four of the seven State titles—hurdles, high jump, 100 yards sprint and javelin throw. Promoted to "B" Grade for the 1945/46 season she set new Grade records for the 90 yards hurdles, 100 yards sprint,



Miss W. Collins

and 220 yards sprint. Clearing 4' 11" she won the State high jump title.

This season she has entered "A" Grade, making a conspicuous beginning by defeating on the first day, the State 220 yards sprint title holder. Her ambition is to break the Australian high jump record. Although a natural all-rounder she prefers to concentrate on hurdle and high jump events.

RECORD QUANTITY OF FIREWOOD USED IN LOCOMOTIVES IN 1946

WHILST the coal shortage in the Department during the past few months has involved the use of oil as a substitute fuel for locomotives, it has also necessitated the use of 75,000 tons of firewood on goods and pilot engines. That constitutes a record for firewood consumption as a substitute fuel, the nearest to the figure quoted being 50,000 tons consumed in 1940. Totals for other years when firewood supplemented coal stocks were: 23,000 tons in 1943, 40,500 (1944) and 49,350 (1945). Firewood was utilized between May 24 and October 19 last when, owing to fire hazards with the advent of the warmer weather its use was discontinued.

As the calorific value of dry firewood is about one-third of that of coal, the wood consumed in 1946 represented an approximate saving of 25,000 tons of coal, a distinct help in the most difficult fuel situation in the history of the Department.

In June last, only 2 days' supply of locomotive coal was on hand, and it was becoming almost impossible to distribute this small quantity to all stages throughout the State, and it was quite apparent that, if anything like a service was to be maintained, there was no option but to resort again to the burning of firewood.

Precautions had already been taken to have 2 weeks' supply of firewood available at selected fuelling points in certain districts for emergency use if required, but diminishing receipts of coal forced a rapid extension of firewood consumption. The Stores Branch got busily to work. The Forests Commission was asked to renew the arrangement of previous years in supplying dry firewood to the Department, and co-operated with the Department admirably.

The assistance thus obtained was very welcome indeed and soon the various fuelling stations in these districts were being fed with firewood, whilst locomotive depots at North Melbourne, Ararat, Dimboola, Geelong, Ballarat, Seymour, Benalla, Traralgon and Bendigo also received supplies for the use of pilot engines. About this period, an additional 3,500 tons of firewood were distributed to some 75 fuelling points on branch lines—a formidable task because at stations where no locomotive staff was available, discharging of trucks and the stacking of firewood on the fuelling points had to be performed by the track force or by outside contractors.

Later the distribution of firewood had to be further extended, and as all the wood required could not be supplied by the Forests Commission, the assistance of private merchants was enlisted.

All round, the supply of firewood this year was a notable effort by everybody concerned, and grateful reference must be made here to the fine work of the train crews who had the difficult job of not only loading the wood at intermediate fuelling points, but of throwing this fuel, which varied in length, through a round firehole door into the furnace, often when the engine was in motion. The Commissioners are also most appreciative of the co-operation given by the Forests Commission and the Victorian Firewood Millers' Association in so helping in the provision of the best service that could be given in the circumstances.

In their first year of entry, the V.R.I. Ladies Table Tennis Team won the Stawell and District Ladies Table Tennis Premiership by defeating the Police Youth Club—11 games, 344 points to 9 games, 355 points—after an exciting and closely contested match.

The V.R.I. team—Mesdames P. Reeves, N. Warren, D. Brown and Miss D. Newton—went through the season undefeated. The best player for V.R.I. in the Final was Mrs. Reeves who won her four singles games 21-19, 21-8, 21-13 and 21-10.

Two Former V.R. Men Join Clyde Engineering Company

CONGRATULATIONS to Messrs. Fred. J. Shea and Fred. T. McAuley, two former V.R. men who have just been appointed Engineering Manager and Production Manager, respectively, in the Clyde Engineering Co., N.S.W.

Mr. Shea is an energetic, versatile engineer who has already put a fine record of achievement behind him. He entered the Victorian Railways as an Apprentice Fitter and Turner in 1907 and five years later, after winning the Scholarship to the Melbourne Technical College, became an Engineering Assistant. In 1918 he was an Assistant Engineer, and in September of the same year, he travelled to America on departmental business. Six months after his return in 1919, he was promoted to the important post of Assistant Manager of the Jolimont Workshops. In 1922, he was appointed an Engineer and became a member of the Council of the Melbourne Technical College. He resigned early in 1923 to become Chief Mechanical Engineer of the South Australian Railways, which post he held until 1939.

With the commencement of the recent war and the extensive production of aircraft in Australia, he became busily associated with aircraft production as Chief Engineer and member of the Aircraft Production Commission, and later as Director of Maintenance. In all of these jobs, he revealed his customary resourcefulness and drive. In 1945, he was appointed Director of Mechanical Engineering in the Commonwealth Department of Transport, and in this post he wrote and spoke considerably on the benefits of standardization of gauges.

Mr. McAuley also has an exceptionally fine record. Starting as Apprentice Fitter and Turner in 1915, he became an Assistant Engineer in 1935, and Plant Foreman at Newport in 1939. Shortly afterwards, he was selected to visit Great Britain to study aircraft production. Subsequently, he occupied an executive position with the Department of Aircraft Production and while on loan to that Department was appointed to the post of Workshops Manager, Bendigo. This appointment was made in March 1940. He was engaged on aircraft production during the most critical years of the war. He resigned from the Victorian Railways in March 1946.

Members of the V.R.I. Gym. almost scooped the pool in the wrestling bouts at the recent Australian Championships held in Melbourne. All states were represented at the contests and, of six divisions, the V.R.I. boys won 4 and were runners-up in 5—a great performance considering that their opponents were all champions in their respective states.

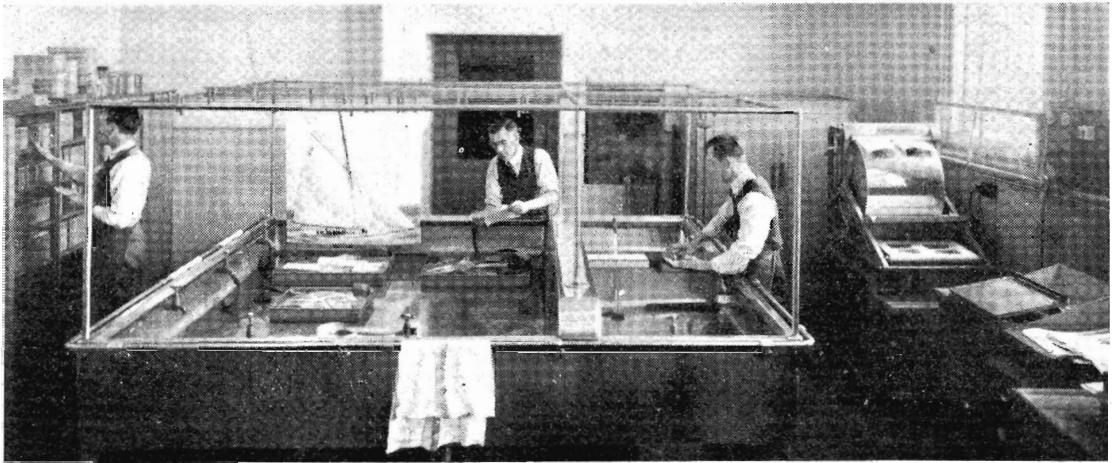
* * *

Mr. Harry Hopkins (Electrical Mechanic, Electrical Branch) was the official referee for all the championship wrestling bouts. Mr. Hopkins, in pre-war days, won many V.R.I. mid-season wrestling contests and represented the V.R.I. in several interstate railway fixtures. He was recently elected a Councillor for the V.R.I.

Behind The Railway Scene :

TELLING THE STORY IN PICTURE

THE attractive photographs of Victorian beauty spots displayed in country passenger carriages and on refreshment room walls are the work of the railway Photography Section. So, too, are the pictures in this "News Letter," the reproductions at the various offices of the Victorian Government Tourist Bureau, and the photos used in the innumerable spheres of railway publicity. The blue and white prints of all engineering and architectural designs and copies of train control graphs and Hallade recorder graphs all come from the Photography Section.



A View of the Photograph Washing Room

The Department established its first studio over 40 years ago, in a dark room on the roof of Head Office. It was a humble beginning made under primitive conditions, but the innovation quickly proved its worth, and when a fourth floor was added to the building, the section was allotted increased space. In addition to normal photography, photolithography was undertaken for production of copies of engineering drawings.

Today the printing of technical drawings is a major activity of the Section, with blue and white prints made in thousands for distribution to engineers and foremen on various projects. About 1,200 square yards of these blue and white prints are produced every week.

When a print is required, the branch concerned sends a tracing to the Photography Section. The plan is backed with a special sensitized paper and put through a continuous copying machine which "photographs" the plan on to the paper. The paper is developed—and there's the print! Any number of prints can be made from the one plan. Drying and trimming follow. It all sounds easy, and it all looks easy, but the process really calls for a high degree of skill. Whether blue or white prints be required the method followed is the same but a different type of paper, and a different developing process, are used for each.

Paper used for the blue prints comes to the Photographer in long rolls. It is plain commercial paper when it arrives. The chemical treatment to transform it to blue print paper is carried out in a machine operated by the helio machinist and his assistants.

Besides photographs of scenic value, the Section is concerned largely with the provision of pictures to illustrate progress of works, details of locomotives, carriages, trucks, machines and parts of instruments, and with all kinds of pictures (large or small) that are required for recording railway and associated activities. These pictures are usually taken by the photo-

grapher and the assistant photographer. They are aided in developing, printing and enlarging by a trained staff of photographic assistants. Equipment is up-to-date and the dark rooms are air-conditioned. All pictures are indexed and catalogued, and can be made available in any size.

Several enlarging cameras are operated, one of which produces those large photos seen at the Victorian Government Tourist Bureau. Big pictures of this nature are made in four sections, and joined together later. During the war years, the Railway Photography Section made hundreds of enlargements of plans for munitions and war equipment. Plans sent out from England and America (by methods which are still secret) often arrived in a form little larger than a postage stamp. The photographers enlarged them to standard size for use in workshops and factories; details of gun-sights, plane sections, precision instruments, time fuses and other articles of war. Work went on right around the clock, seven days a week, in those grim days.

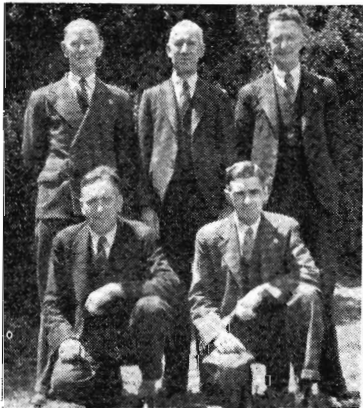
The war interfered with a scheme for renewing all photographs in train carriages, but new cars are provided with modern pictures. Altogether there are in trains about 25,000 prints, photographed, printed and mounted by the Photography Section.

Coloured photos, often displayed at the Victorian Government Tourist Bureaux, invariably excite admiration. They are coloured from ordinary prints by a lady colourist who is a fine artist. She produces too, the coloured transparencies of Victorian beauty spots used in publicity displays. Some of her work has been sent abroad as travel propaganda. In technical training, coloured lantern slides of machine and locomotive construction are used for the instruction of railway apprentices at Newport Workshops.

One of the quietest and most unobtrusive units in the Department, the Photography Section tells all its stories in picture. Its productions are masterpieces of the photographic art.

SIDELIGHTS ON THE AUSTRALIAN RAILWAY AMBULANCE COMPETITIONS

AS announced in last month's "News Letter" Queensland won the shield in the 1946 Australian Railway Ambulance Competitions held at Mt. Evelyn (on grounds donated by Mr. and Mrs. Chas. Mitchell) on November 28. Their victory was truly merited. It is interesting to note that only 24½ points separated the first five teams, with Queensland scoring 430½ points, Victoria 419½, Commonwealth Railways 410½, West Australia 406½, and South Australia 406. Tasmania was last with 313 points, but the team was by no means disgraced, merely lacking "match practice." Captain of the Tasmanians, Mr. J.B. McNamee, typified the spirit running through the whole competition when, congratulating the winners, he said "We didn't think we could win—but we were trying."



Victorian Team.—L. to R. (back row) C. L. Andrew; R. T. Klemke (leader); H. W. Jones; (front row) T. V. Clements; A. W. Boyd; (patient)

ambulance identities of other years—Mr. R. V. Bulman, Ambulance Officer, South Australian Railways, Mr. J. Wilkinson, Welfare Officer, Commonwealth Railways, and Dr. F. Reid of Victoria (one of the original adjudicators). Since the last competitions these fine men have passed away, and as a mark of respect those present observed a two-minute silence. At the official dinner held in the evening, Mr. L. C. Bromilow, in proposing the toast of the visitors, expressed deep regret on behalf of all First-aiders that Dr. Reid and Messrs. Bulman and Wilkinson would no more be among those present.

Clockwork precision characterized the competitions. Adjudicators, competitors and spectators were all loud in their praises for Mr. Blackburn and his assistants for the excellence of the arrangements. Marshals, stewards and timekeepers worked tirelessly all day. The Chief Marshal was Mr. K. Donald who, except for one year when illness forced his absence, has officiated at every interstate and intra-state meeting in Victoria since the inception of Railway Ambulance competitions.

A bright note was struck by the "baby" in the Supplied Material Test. It was represented by a celluloid doll about 18 inches long, lying in an empty crate which served as the "cradle." It was supposed to be suffering from convulsions and had to be bathed in warm water. The skilled handling it was given showed, without doubt, that railway ambulance men are also trained family-men.

After lunch a group of women visitors were heard talking. "What will we look at now?" asked one of them. "Oh, let's go back and watch that baby being bathed again," was the prompt answer.

With typical efficiency the Refreshment Services Branch staff provided a first-class luncheon, in two

sittings, for 215 people. The food was prepared at Flinders Street and served from a marquee on the site under the direction of Mr. W. Paxton and Mrs. Hewitt.

Doric Hall, South Melbourne, was the setting for a 7 p.m. dinner for the teams, officials and visitors. Mr. Commissioner Canny presided and kept the function moving smoothly. In announcing the Queensland victory and welcoming interstate teams and visitors, he paid a tribute to "the railwaymen from all states who have given so much of their time and study towards helping other people." The toast of the winning team was proposed by Mr. Remfry, of the Adjudicators by Mr. Burgess and of the visitors by Mr. Bromilow. Responses were made by Messrs. Dallow and McNamee, and Doctors Sloss, Geeves, Hurst and Capt. Pike.

Guest artists were Messrs. Roy Ogilvie, Cecil Atkinson, Darrel Mansfield and Tom Lockhead. They presented a delightful entertainment.

Captain of the Queensland team, Mr. P. N. Dallow, sent a message to all Victorian First-aiders, "I would very much like, through the columns of the 'News Letter' to thank all Victorian Railway Ambulance men for the welcome and kindness we have received. My team is delighted at having won the shield. We are all looking forward to defending it next year, and towards meeting once again a lot of grand sports from throughout Australia."

Singer William Howard is a Railwayman

WILLIAM Howard Nokes, clerk in the Storekeepers' Office at Newport Loco Storehouse, and William Howard, well-known Melbourne baritone, are one and the same person.

In the Sun Aria series for 1946 William Howard was a finalist. The adjudicator's remarks were "valuable vocal equipment for operatic baritone roles. Top notes resonant and clear. Good range. Excellent diction and dramatic expression."



William Howard

At present he is singing the role of Toreador in the concert version of Bizet's opera "Carmen" which is being presented in various suburbs by the Camberwell and Brighton Philharmonic Societies under the baton of Dr. Schildberger. A couple of months ago he flew to Broken Hill to sing as a guest artist for the Broken Hill Philharmonic Society. He was also chosen to sing at a series of concerts for young musicians held in Melbourne, sponsored by the Council for Encouragement of Music and Art. (C.E.M.A.).

Other successes of William Howard's career have been his appearance as principle baritone in the first Australian performance of the "Nativity Opera," and his singing in the popular "Music for the People" concerts with Hector Crawford conducting. He has also sung over the A.B.C. and been heard on recorded programmes from various broadcasting stations.

Mr Howard (or Nokes) is only 25 years old, but it is nearly six years since he began making public appearances.

RAILWAY FAMILIES—THE PAYNES OF ECHUCA.

ADMIRABLE war service has been the record of the Paynes of Echuca—a V.R. family of a father and two sons who are all attached to the Rolling Stock Branch.



Mr. W. B. Payne

Mr. W. B. Payne, the father, who joined the railways in 1913 as an engine cleaner, has been a loco. driver in Echuca since 1924. In the First World War, he enlisted in the A.I.F. in 1915 and had four years in Egypt and France. A keen student of First-aid, he has been seen in several competitions. In 1914 he won the Open Ambulance Event at South Street, Ballarat.

Mr. Payne's sons, Paul and David, were both engaged in the recent World War. Paul, the elder, enlisted in the 2nd A.I.F. in 1940, served a year in Malaya and

was captured at Singapore. He was a prisoner of war at Changi for 3 years and 8 months.



David and Paul Payne

Paul, who commenced in the department as a lad labourer in 1936, resumed as a cleaner - fireman about a year ago.

David Payne served from 1941 in the R.A.A.F.—two years as a Fitter Armourer and the following two years as

a Pilot. When the Armistice was declared, he was a Liberator Pilot. He is now an engine cleaner attached to the Echuca loco. staff.

DIMBOOLA EX-SERVICEMEN ENTERTAIN

THE recruitment to the railway service of large numbers of ex-servicemen is reflected in the fact that the Victorian Railways Sub-section of the R.S.S. & A.I.L.A. now holds the distinction of being the largest Sub-section of the League in Australia. It has a membership of over 5,000 and is still growing. The logical outcome of this expansion is the formation of a new Branch of the Railways Sub-section at Dimboola, and to celebrate its first anniversary, a most enjoyable function in the form of a dinner took place at the Victoria Hotel, Dimboola, on Saturday, November 23.

The Dimboola Shire President (Cr. Wm. Howland), Mr. Don. Cameron, Chairman of the Staff Board, Mr. L. G. David, Rehabilitation Officer, representatives of local kindred organizations and delegates from other Branches of the Railways Sub-section of the League were among the guests. Mr. Pat. Sullivan, popular entertainer, and Mr. G. Williams, accompanist, made excellent contributions to the evening's enjoyment.

The chair was occupied by Mr. J. Baker, retiring President, and the success of the evening was largely due to the Honorary Secretary, Mr. Bob Griffin.

The State President, Mr. Stan. Thomas, and the General Secretary, Mr. Ron. Wishart, attended to install the new President, Mr. J. Mattinson, and other office bearers.

A pleasing feature of the new Branch is the number of young diggers who are taking an active part on the executive, and with the membership of 100 at present the new Branch has made a good start.

During the year similar annual functions were also held at Bendigo, Geelong, Ballarat, Maryborough and Seymour, where Branches of the Railway Sub-sections of the R.S.S. & A.I.L.A. have existed for some time.

TEN cricket teams are competing for the Commissioners' Cup and to date three are undefeated, viz:— North Loco., Flinders Street and Spencer Street. These matches are played on the Royal Park Turf Ovals on Tuesday and Thursday afternoons, equal time being allowed each team for batting. In consequence, fast scoring and exciting and close finishes are frequent.

Retirement of Mr. Vic. Hosking.

THE many friends of Mr. Vic. Hosking recently assembled in force at the Bendigo North Workshops to pay tribute to his fine record for charitable work and to present him with a gold watch and a life member's certificate of the Workshops Hospital Fund. Mr. Hosking has really something to look back upon. For 26 years, he has been president of the Hospital Fund, which has been carefully built up under his guidance. In addition, he has been president of the Shop Committee for 20 years, and vice-president of the self-denial fund for 26 years. Also he has served long and enthusiastically on various funds and was always available for any real activity in the shops which had for its object the benefit of others.



Mr. Vic. Hosking

Mr. Hosking, who has retired after over 30 years of honourable service as a blacksmith at Newport and Bendigo, was a corporal in the 1st A.I.L.R.O.C. in the First World War. He saw active service in France and Belgium from 1916 until the Armistice in 1918, which he incidentally celebrated with others in Dunkirk, and he was one of those rescued when the "Ballarat" was torpedoed in the Bay of Biscay. The fact that he is the first country life member of the railway sub-section of the R.S.S. & A.I.L.A. is still further evidence of his good work on behalf of returned soldiers.

AT the age of 53, Mr. H.J. Ruglen, Asst. to Supt. of Loco Running, has passed away. For some time he had not enjoyed good health and was on sick leave at the time of his death.

Mr. Ruglen entered the Department in 1910 as an Apprentice Fitter & Turner at Newport. He became a Draftsman in 1915, Asst. Engineer in 1924 and was promoted to Asst. to Supt. of Loco Running in 1927. He was well known to drivers throughout the State, having conducted examinations in Roads and Signals.

In the recent war one of his sons was killed while serving overseas with the R.A.A.F. Another son saw action with the R.A.N.

ANNUAL COUNCIL DINNER OF V.R.I.

AT the annual Council Dinner of the Victorian Railways Institute, which was held last month, eighteen country centres were represented. It was a completely enjoyable evening, not only because of the excellence of the catering and entertainment, but from the opportunity it gave for old friends to meet again. "Do you remember when?" floated regularly above the general buzz of conversation.

President of the V.R.I. Council, Mr. L. J. Williamson, welcomed the visitors and proposed the toast of "The Commissioners." Mr. N. C. Harris responded, paying tribute to the founders of the Institute, and to those who had worked for so many years to make it the flourishing organization of today. "Their efforts," he said, "had proved of great value to large numbers of railwaymen and their families and the Commissioners were indeed proud of the job done during and since the war."

Mr. W. Donald proposed "The Guests." Mr. J. Gault responded for the Hon. Life Members, Mr. O. Keating for the Affiliated Clubs, and Mr. J. J. Brown for the Industrial Organizations.

In recognition of a fine programme, the toast of "The Artists," proposed by Mr. W. Stewart was enthusiastically honoured, and replied to by the ever-green Mr. R. Ogilvie.

A high-light of the evening was the presentation of Honorary Life Membership Medallions to Messrs. W. Banner, G. Dowsett, and F. P. Mitchell. Mr. E. Richard, who was also to have received a medallion, was unable to be present. Mr. Mitchell had given 8 years' service to the Council, Mr. Banner 10 years, and Mr. Dowsett the remarkable total of 28 years.

Popular V.R.I. Secretary, Mr. Bill Elliott, got more verbal roses than a prima donna. The assembly left no doubt that Mr. Elliott is regarded—in the words of Mr. Mitchell—as "the prince of all secretaries."

SERVICE . . .

MR. H. Bartlett of Bartlett's Store, High Street, Echuca, forwards this tribute to the service he has received from the Echuca railway staff:—

"On severing business relations with your Department, I would like to express my gratitude to the Echuca railway staff for excellent service courteously given me off and on during a period of over 30 years.

My dealings have been mostly with the goods shed staff which has always willingly been co-operative.

In wishing you all the best in future, I would be pleased if you will forward this note on to your headquarters."

* * * * *

The following from George Crocker Pty. Ltd., Ballarat, to the station staff at Daylesford records that firm's appreciation for the prompt return to them of a parcel unclaimed at that station:—

"We wish to thank you for your helpful co-operation in returning parcel to us. Your consideration and attention were very refreshing in these days of difficulties.

Please accept our thanks and appreciation." So you will see that good service is usually appreciated.

New Manager at "Hotham Heights."

THIS month "Hotham Heights" will have a new Manager, Mr. W. ("Bill") Harris, a highly competent skier with extensive experience.

With the exception of a term of service with a commando unit in New Guinea during the late war, Mr. Harris had been chief skiing instructor at the Hotel Kosciusko since 1938. For one season, he was borrowed from Kosciusko to give instruction in skiing at Mt. Buffalo National Park, and is therefore well-known to Victorian skiers. Mrs. Harris, who accompanies her husband to Mt. Hotham, is also well accustomed to snow conditions. She was on the Hotel Kosciusko staff with her husband.

From July last, "Hotham Heights" was temporarily under the control of Mr. W. E. Brennan, an officer of the Victorian Government Tourist Bureau, who was accompanied by his wife. Owing to its comparative isolation—access was made extremely difficult by the heaviest snowfalls on record—this popular haunt for skiers provided a number of problems which called for rapid emergency attention, and it must be said that Mr. and Mrs. Brennan, who had taken over the management for the first time, came through with flying colours. Their work has been the subject of congratulatory comment from several guests.

TALKING OF RAILWAY MEN AND WOMEN

Widespread regret was expressed last month at the almost unprecedented sequence of deaths in the Department—Mr. George (Bill) Mowbray, compositor at the V.R. Printing Works, North Melbourne, on December 12; Mr. Albert P. Waterman, leading shunter on December 14; Mr. Alan E. Hall, timetable clerk on December 15; and Mr. Ernest J. Cameron, principal timekeeper at Newport Workshops, on December 16.

* * * * *

From a Traralgon correspondent: Railwaymen in many parts of the State will regret to learn of the recent passing of two old comrades, Goods Guards J. T. C. Fox and W. L. Hanson, who for the last few years were stationed in Gippsland.

Goods Guard Fox, who was 58 when he died at Traralgon, had been stationed at that railway centre for over ten years. Goods Guard Hanson, who was 53, had served at a number of country places. He was transferred to Traralgon in 1935 and in 1944 went to Warragul where he died.

* * * * *

INSPIRED by the Railways "Food for Britain" Appeal, members of the Accountancy Branch decided to run a Branch effort spread over ten pay periods. Regular contributions from staff at Head Office and the various Accounting Offices throughout the State enabled 207 parcels, each valued at 16.6d., to be sent to needy families in Britain. Many letters have been received from the recipients expressing their gratitude. Almost without exception they express delight at receiving fat in the parcels, allowing them to cook "chips." "I am very grateful indeed for the wonderful parcel" reads one typical letter. "It is a parcel one dreams about but doesn't see these days. Tomorrow I am going to put half the dripping in my frying pan and make chips. What a heavenly thought!" And a postscript, written the following day, adds "The chips were lovely. Many thanks for the treat."

The Victorian Railways NEWS LETTER

FEBRUARY 1947

Issue No. 197

DISPOSING OF THE ASH AT NEWPORT "A" POWER STATION



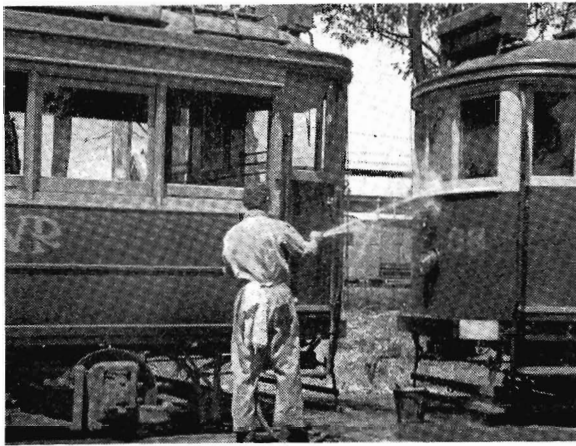
The whole of the ash from the Newport "A" Power Station is now being dumped in a wet state in a shallow bay. In the above photograph is shown the pipe-line along which the wet ash from the two pulverized fuel boilers and precipitators is pumped into this bay. In the foreground will be seen three steel oil tanks, each of 12,000 gallons capacity, to be erected permanently in this location. (See story on page 5.)

Behind The Railway Scene :

RAILWAYMEN WHO ARE TRAMWAYMEN

LAST year nine million passengers travelled in railway trams, 6½ million of them on the St. Kilda to Brighton route, and the rest between Sandringham and Black Rock. It is one of the lesser known facts of railway working that the Department operates more than 7½ route miles of tramway, with 31 tram cars, covering 640,000 miles a year, and producing nearly £90,000 in revenue. Driving, conducting and servicing these trams and keeping the tracks in order are tasks of railwaymen who are really tramwaymen.

The larger of the systems is that between St. Kilda and Brighton, with over five miles of double track in operation. Its headquarters are at Elwood and comprise offices, locker rooms, shelter sheds and a workshop. All maintenance, overhauls and repairs to rolling stock are carried out here by a staff of mechanics and skilled labourers. Railway trams are regularly disinfected and washed from roof to wheels. Routine inspection and brake adjustments are made every second day, and after 2,000 miles of running there is a thorough overhaul and lubrication.



Washing Down Cars

On the St. Kilda-Brighton route, the trams cover 1,570 miles every day. The normal service is a tram every 8 minutes. There is one every two minutes during peak periods. Altogether, there are five sections on the journey, and overall time for the complete trip is 26 minutes. Combined rail and tram tickets are available from the Conductors if desired—a service which is appreciated by many thousands of patrons.

Between St. Kilda and Brighton the gauge is 5' 3". The Sandringham-Black Rock line, however, is "standard gauge," i.e. 4' 8½". The latter route is a little under 2½ miles, but more than 2 million passengers are carried over it each year. This service is supervised by the Stationmaster, Sandringham, and the trams are housed at a depot which is run in conjunction with the local railway road motor depot. There is a special staff to carry out all tram maintenance and repair works. Power is supplied from Newport Power House, through an automatic substation.

The service between Sandringham and Black Rock was first opened in 1919. The St. Kilda-Brighton route is much older, having been completed in 1906. A single line was operated for seven years before double line working was instituted.

Disastrous Fire at Depot

Elwood Depot suffered a severe misfortune early in its life. On March 7, 1907, fire swept through the establishment. Brighton, St. Kilda, Prahran and Elsterwick Brigades turned out, but by the time they were ready to come into action, the flames had leapt from end to end of the car barn. A large crowd which had gathered raised the cry, "Get the cars out," but the warning came too late. The sheds were enveloped in flames, and the water supply proved inadequate. The car barn and offices were destroyed, leaving only a tangle of twisted metal, but the Tramway Power Station adjoining suffered only minor damage. The day's takings, £30, were found in a tin, a molten mass of gold, silver and copper.

In order to meet the emergency, trams obtained from Sydney provided a skeleton service until Newport Workshops could build new stock. Incidentally, one of the cars salvaged from the fire was repaired and is still put into operation occasionally. It is the oldest electric tram running in Melbourne.

Certain of the cars in service on the two railway tram routes can be interchanged, despite differences in gauge. The bodies are taken off the bogies, transported by road to the other line, and fitted on to new bogies.

THREE HUGE 6,000-TON OIL TANKS BOUGHT

SINCE the shortage of coal compelled the Victorian Railways to use oil as a supplemental fuel for locomotives, the problem of reducing the cost of the oil, which is considerably greater than that of coal, has been the constant concern of the Department.

Investigation revealed that one way to secure a substantial saving was to purchase the oil in bulk in tanker lots and hold it in storage tanks equipped with pumping plant and pipe lines.

The purchase from the Commonwealth Government of three concrete tanks, each of 6,000 tons capacity, at Newcastle Street, Newport, has now been completed. These tanks will feed the existing 90,000 gallon (360

tons) storage tank at Newport for distribution to Newport Workshops, Newport Power Station, and the locomotive depots at North Melbourne, Ballarat, Maryborough, Ararat, Dimboola, Geelong and Traralgon, where oil storages have been established.

The quantity of fuel oil now being used amounts to approximately 1,300 tons a week, but with the conversion of additional engines, bringing the total to 82, and with the expected increase in the demand from the Newport Power House, the total weekly consumption will reach approximately 1,550 tons.

It is anticipated that, under the new method of purchase of fuel oil, the total cost of the installation at Newport will be saved in the first year.

POWER CONTROL SYSTEM AIDS ELECTRIC TRAIN OPERATION

DURING the war, a massive shell of reinforced concrete and steel was erected to enclose completely an unobtrusive two-storey building located in the Flinders Street railway yard. In this building is the Power Operation Room from which the supply of electric power for the operation of the Melbourne suburban trains is controlled, and without which the difficulties of maintaining continuous power supply to trains and signals would be so great, that delays to trains and consequent disorganization of services would be frequent and sometimes lengthy.

Control was made far more effective by the installation, in 1941, of supervisory control equipment. In appearance, the air-conditioned equipment room is very much like an automatic telephone exchange. Standard telephone relays and selectors are, in fact, the basis of the equipment, but the circuits and combinations of relays have been designed to meet the particular requirements of power control.

The power operation room itself is air-conditioned to exclude dust and is specially constructed to make it sound-proof and free from vibration. Set round the room in semi-circular form, the large diagram panels have a total length of 64 ft. and a height of 7 ft. Cables and overhead lines, including contact wires, are represented on these diagrams by coloured metal strips. Circuit breakers, through which power passes to or from the various feeders or substation machines, are each represented by two small lamps, a red and a green.

Automatic Lights

A red light indicates that a circuit breaker is closed, a green light that it is open. If a circuit breaker opens or closes, it operates an alarm and gives the appropriate light indication on the diagram panel. Therefore, the power operation engineer has in front of him a complete picture of circuits throughout the system. He can see immediately which lines are alive, and which machines or rectifiers are operating in the various substations. Over 300 circuit breakers are involved and these are located in 35 different substations and tie stations and certain other locations throughout the system.

In the centre of the room is the control desk, at which the power operation engineer and his assistant sit, and on which are mounted the control key panels. By operating the appropriate keys on these panels, circuit breakers can be operated in any tie station or automatic substation, and machines can be run up or shut down at any automatic substation. It is as easy to run up a rotary converter at Seaford substation as it is to close a circuit breaker at North Melbourne tie station.

Operation Simple

The supervisory control also provides other facilities, including telephone communication to all substations and tie stations, indication of low battery voltage or blown fuses and indication of failure of cooling water at rectifier substations.

Installation of this equipment, complex in nature but simple to operate, has been amply justified by the reduction of delays to trains due to power failures. By old methods, the power operation engineer had to await telephone reports from various locations, decide from these reports what was wrong, and then issue telephone instructions to rectify matters. Now he has immediate indication of failure on any part of the system, and can usually restore matters without delay.

RAIL FAMILY OF DREWS

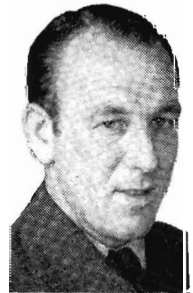
ANY history of the development of the Victorian Railways would be incomplete without some reference to family tradition for railway service. A notable instance is the Drew family, four generations of whom have been employed in the Department. The parent of this industrious railway clan was Solomon Drew, a native of Penzance, who was a contractor in the construction of the Dunolly—St. Arnaud line in 1878. Later he was employed as a Track Ganger at Birregurra and was killed on duty in 1889. Subsequently his widow was a Gatekeeper at Geelong.



Mr. C. Drew

Solomon had eleven children, five of whom—Thomas, Solomon, Henry, William and Cyril—served loyally in the Department. Solomon, once a Motorman in the service, is now retired; William, a Leading Shunter, has passed on; but Henry and Cyril are Guards at Maryborough and Williamstown respectively.

Thomas, the eldest, has two sons in the Department. Cyril, the older who joined up in 1910, worked for some years as a Clerk in Roadmasters' and Workmasters' Offices at Hamilton, Maryborough and other places. He is now a Clerk in the Staff Office of the Way and Works Branch. His younger brother, William, is a Clerk in the Victorian Government Tourist Bureau, Melbourne.



Mr. L. Drew

Two sons of Cyril—Leslie and Ronald—are carrying on the family tradition for railway work. Leslie is a Skilled Labourer in the Way and Works Branch, and Ronald is a Porter at Glen Iris. Both enlisted from the Department and served with another brother, Alan, in the recent Great War. Leslie and Alan were in the R.A.A.F., Alan emerging from the conflict wearing the D.F.C. and Bar for conspicuous gallantry, whilst Ronald, who enlisted in the A.I.F., showed such coolness and courage in close fighting against the Japanese in New Guinea, that he was awarded the D.C.M.



Mr. R. Drew

The Growth Of Rail Safeworking—Part V

THE Railways Regulation Act of 1889 specified that all trains carrying passengers be equipped with continuous brakes which must be:—

- (i) instantaneous in action and capable of being applied by the engine driver and guards,
- (ii) self-applying in the event of any failure in the continuity of its action,
- (iii) capable of being applied to every vehicle of the train whether carrying passengers or not,
- (iv) in regular use in daily working,
- (v) of durable character.

These provisions seem very rational today, but were not accepted at the time without vehement attacks and fierce wrangling.

In the early years, hand brakes on tenders and guards' vans were considered sufficient for the safety of a train, but experience showed them wanting. The ordinary method of use was to apply the pressure of blocks of wood to some wheels by means of screws worked by the fireman and guard. When the driver wished to stop he shut off steam, the fireman braked the tender, and the guard applied the brake in his cabin. At stations and regular stopping places the system worked well enough, but in an emergency the tender brake would usually be applied before the guard had a chance to come into action and the run-in followed by a tug was quite likely to break the train in half. In any case, stopping was a slow process.

Mechanical and non-automatic continuous brakes were invented later, but they, too, were slow in operation and had decided tendencies to fail at the very time required—in a sudden emergency. In fact, where averting an accident depended on speedy brake application, the accident usually occurred.

June 1875, brought the famous Newark brake trials, conducted under direction of the Royal Commission on Railway Accidents. Several railway companies took part in the trials, and from them, Westinghouse's automatic brake emerged triumphant. It was easy to handle, fulfilled all the conditions later specified in the Act, and was capable of stopping a train quicker than any of its competitors.

However, the Westinghouse brake was by no means universally adopted. In fact, the approach to braking by the various companies is difficult to understand, for companies which worked in direct connection with each other, and exchanged a large amount of rolling stock, did not even employ the same system. A large number of vehicles were actually fitted with two different types of brakes. As late as 1885, out of a total of 7,324 engines and 51,247 carriages in the United Kingdom only 2,291 engines and 21,033 vehicles were fitted with the type of brake to become mandatory 4 years later.

Fare Cuts For Sportsmen

AT the Interstate Commissioners' Conference held in Melbourne last month, Victoria, New South Wales, Queensland and Tasmania, agreed to restore inter-system travel concessions for *bona fide* participants in conferences, sporting events and similar functions in the eastern States.

Coupled with this, the Commissioners decided that interstate railway sporting events could be resumed on the basis in force at the time the competitions were suspended.

The western systems (Western Australia and Commonwealth) are sympathetic with this arrangement and will come into line when the congestion of public travel has been cleared.

Retirement of Senior S.M.

TO the accompaniment of the highest praise from the administration, the goodwill of thousands of rail travellers, and, above all, the warm-hearted affection of his staff, Mr. Alfred T. Giles (Stationmaster, Spencer Street) retired on January 22. He had completed almost 50 years of service, including the record-breaking term of nearly 14 years as Stationmaster, Spencer Street.



Mr. Giles

In that position, covering World War II and its bewildering aftermath, restricted train services, queues and acute manpower shortages, the day's work was perplexing, diverse and exacting, often imposing apparently unbearable strains, but not on Mr. Giles. Endowed with a calm and serene disposition, fortified by a wonderful grasp of railway affairs, he has triumphed

over situations that would have taken severe toll of the average man. For that success, he gratefully acknowledges his most prized asset—good health.

Reticent about himself, Mr. Giles, however, became exultant when asked about his staff. "Nothing I can say would adequately record my deep thanks to them all for their generous assistance. I simply could not have carried on without them," he said.

In his time at Spencer Street, Mr. Giles has encountered on the platforms Royalty, generals, admirals, Davis Cup players, international cricketers, criminals, prisoners-of-war—and many others in the press headlines. And, in the confines of his own office, he has been the patient and courteous listener (and adviser) to rail travellers with stories of adventures touching the whole range of human experience. All of which has left him with an abiding faith in his fellow-men.

His railway career has been wide and varied, moving from Booking Clerk at Essendon in 1898 to Stationmaster, Traffic Inspector and eventually to Stationmaster, Spencer Street. And now there will be toy-making, carpentry and fishing to provide a carefree contrast with his memorable days as the senior Stationmaster of the service.

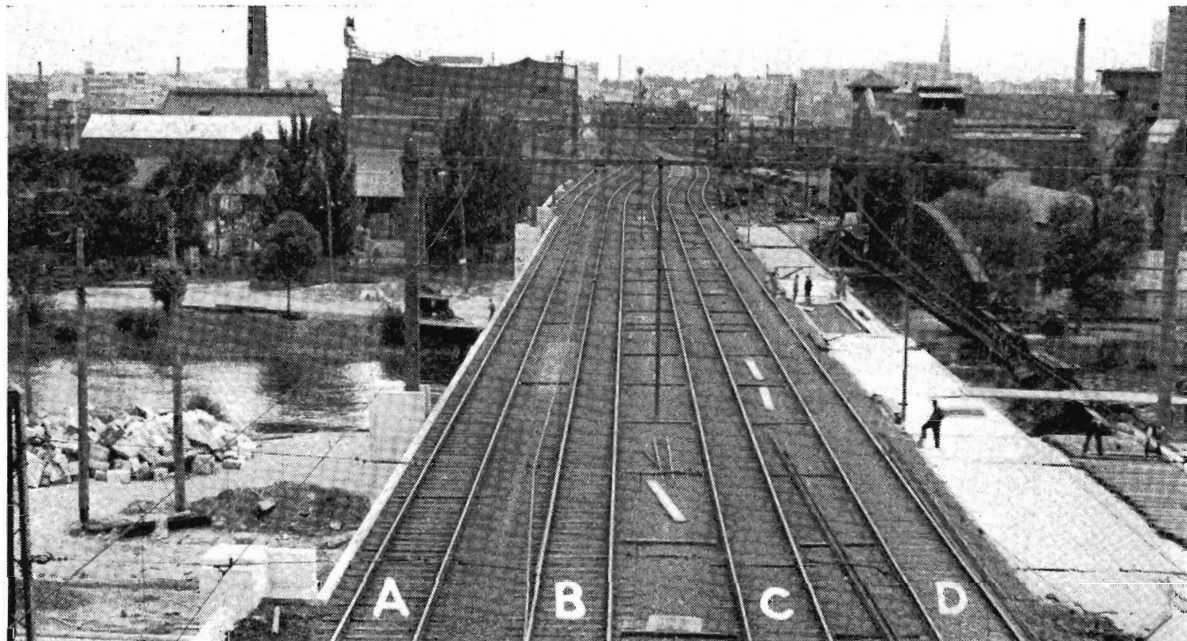
SERVICE

JUST after the last issue of the "News Letter" went to press the Goods Superintendent received from Mr. David Lavery, Export Agent, 26 King Street, Melbourne, the following fine tribute to the service rendered by the Goods Staff:—

"Will you permit me to offer my best wishes to you and your staff for a Merry Christmas and a glad and prosperous New Year.

"At the same time I would like to express my gratitude for the unflinching good service I have received concerning the deliveries of goods entrusted to my care throughout the expiring year. Each year transport problems seem to be becoming more unprecedentedly difficult and with the good season now being experienced they are particularly so, but underneath it all I can easily discern that you are doing a difficult job most creditably."

The Cremorne Bridge Is Nearing Completion.



In the above photograph, taken from the south side of the river last month, is shown the present state of the new Cremorne Bridge at South Yarra. Four tracks have been completed, "A" and "B" indicating the "up" and "down" Sandringham tracks and "C" and "D" the "up" and "down" through Caulfield tracks. On the right of the picture is the concrete deck which will carry the "up" local Caulfield track. When the girder (on the extreme right) is removed, girders and concrete deck for the "down" local Caulfield tracks will be erected.

NEW ASH-DISPOSING PLAN IS EFFICIENT

THOUGH the installation of the new pulverized fuel boilers at the Newport Power Station considerably reduced the cost of producing energy and enabled inferior types of coal to be used, it also created the problem of disposing of the fine pulverized fuel ash gathered up by the precipitators, which in full operation collect 98% of the dust from the burnt fuel.

This problem was further accentuated by the abnormally poor quality of coal supplied to the Department during the past 3 or 4 years, some of the coal having an ash content approximating 23%.

Initially it was intended to handle the ash by means of a wet sluicing system, which incorporated two separating bunkers, the wet ash when finally separated being deposited in a quarry.

Due principally to the high ash content, this scheme was not an unqualified success, especially when dealing with precipitator ash.

A modified plan of disposal was therefore adopted in which the ash from the precipitators was collected and dampened, and then transferred by motor lorry to a quarry some distance from the Power Station. Whilst this plan was effective, it was costly and there was always the possibility of dry dust causing annoyance.

In an endeavour to overcome the difficulty, arrangements were made with the Melbourne Harbor Trust and the Williamstown City Council to deposit the ash for a limited period in a shallow bay opposite the

Strand. This bay was serving no useful purpose. It was unsuitable as a swimming pool because it had a soft muddy bottom, and was shallow some distance from the shore.

In the scheme now operating, a wall has been built across portion of the bay and the enclosed space has been sub-divided by retaining walls. The whole of the ash from the new plant is being carried in a wet state into this enclosure by means of piping. This practically eliminates dust troubles and, since the ash is principally composed of minerals with the addition of a small percentage of carbon and is therefore quite inert, no smell or other offence will be created.

Mr. T. F. N. Gray Passes On.

THE tragically sudden death of Mr. T. F. N. Gray, Metropolitan Superintendent's Office, came as a shock to his many railway friends. Mr. Gray, who was 63 years old, died from heart seizure on New Year's Day, while watching the Third Test.

Joining the Department as a Junior Operator in 1900, he was appointed to the clerical staff a year later. 1916 saw his enlistment in the First A.J.F. After 4½ years' service, including duty in New Guinea, he returned to the Department and was stationed in Room 9 until his transfer to the Metropolitan Superintendent's Office in 1936.

His passing is mourned throughout the whole railway service for he was the kindest-hearted and most obliging of men, universally respected.

RAILWAYMAN UMPIRES DAVIS CUP

THE selection of Mr. Arthur Hargreaves as a central umpire for the Davis Cup tournaments added another honour to railwaymen in the world of sport. Mr. Hargreaves, who is a Clerk at Glenferrie Railway Station, umpired the second singles on the first day—Kramer v Pails. Here are his comments on the Davis Cup result, written specially for the "News Letter."



Mr. Hargreaves

"The Americans won on their merits. Their game was moulded on attack while the Australians relied mainly on consistency from the base-line. It was aggression against defence, with aggression prevailing. The scores are an accurate indication of the games.

"We were taught a lesson and it's up to us to profit by it. We'll have to educate our players to attack. Visits which are scheduled from overseas players, and overseas tours by our leading

players and promising juniors, will help considerably. I feel certain that it will not be long before the challenge round is again being played in Australia."

Arthur Hargreaves is well known in railway tennis circles, captaining the V.R.I. team in 1937-38-39 and leading them in interstate matches during those years. He has been a member of the Lawn Tennis Umpires' Association of Victoria since its formation in 1931, and is on the Board of Management. His experience in umpiring is extensive. He has held the centre chair for Victorian and Australian championships and controlled matches starring Vines, Allison, Van Ryn, Gledhill, Perry, Hughes and a score of other world top-rankers.

All umpiring, including Davis Cup, is done in an honorary capacity by members of the Umpires' Association. All they seek is the good of the game.

A pleasing tribute was paid to the umpiring of Mr. Hargreaves (and to his colleague who umpired the first match) by Sir Norman Brookes, who described the effort as equal to the finest umpiring he had seen in all his long association with tennis.

Cricket Is In The Air

Traffic

APPEALS against the light, not to mention the gathering of ominous, rain-laden clouds, at the Test Match at the Melbourne Cricket Ground last month may have been disconcerting to spectators, but . . . None waited or hoped more anxiously for the drawing of stumps precisely at 6 p.m. than a group of railway officers responsible for arranging the extra suburban trains running through Richmond and Jolimont. Transporting people on the forward journey presented no undue difficulties, since the traffic was spread over a number of hours.

A different, more complex, situation had to be met immediately after 6 p.m.—if play continued until that hour—when a mass exodus of people from the ground had to be catered for at the Richmond and Jolimont stations. Fortunately, on the days of the biggest attendances, play ceased as scheduled, but Melbourne's almost unpredictable weather could easily have ended the day's play at any minute between 12 noon and 6 p.m., making necessary complicated readjustments at very short notice to provide a supplementary service—a problem accentuated by shortage of staff. Our patrons have learned to expect trains to be right on hand!

On New Year's Day, about 50,000 passenger journeys were made between the city and Richmond and Jolimont—a big job demanding careful train scheduling and general organizing, especially as there was also heavy race and general holiday traffic to be handled from the nearer tourist resorts.

Speed

CRICKET followers who deplore the snail-like batting of certain international cricketers will be rewarded with plenty of hurricane hitting by watching the railway teams competing for the Commissioners' Cup. Secret is that the games, which are played on the Royal Park Sports Oval every Tuesday and Thursday, are on a stern "time" basis. Each batting side is restricted to only 70 minutes at the wickets.

In a recent game, 276 runs were placed on the

board in the slick time of only 140 minutes. Principal contributors to this crowd-pleasing type of cricket were G. Ross (54) and J. Allan (53) for Flinders Street: for the Electrical Branch, A. Moore scored 51.

History

THE recent Test Match at Melbourne recalls earlier visits by English cricketers, particularly the tour through Australia in 1861-62 of the first English team.

Sponsored by Messrs. Spiers and Pond of the Cafe de Paris, and also principal caterers to Victorian Railways refreshment rooms, the team of 12, captained by H.H. Stephenson, arrived at Melbourne on S.S. Great Britain at the end of December 1861.

Commencing on Wednesday, January 1, at the Melbourne Cricket Ground, a four days' match was played between the "All England" XI and a Victorian XVIII, led by one George Marshall, who won the toss. The Englishmen entered the field wearing white shirts and trousers, blue belts and white caps with blue bands. A unique feature was that each member of the team had a cap badge of individual distinguishing colour. The Victorian uniform was a red-spotted buff shirt, white trousers, and dove-coloured wide-awake hat with magenta stripe. England won by an innings and 96 runs, scoring 305 against Victoria's 117 and 92.

Daily attendances at the ground and the adjacent parklands were estimated at about 20,000. The Victorian Railways showed early enterprise by carrying people from country stations to Melbourne during the course of the match at the concession of a return ticket for the price of a single fare. The Government lines at that time extended only to Woodend, Geelong and Williamstown: a total of 93 miles radiating from Spencer Street.

During the match, the Melbourne and Suburban Railway Company, which operated lines from Princes Bridge to Windsor and Hawthorn, ran trains at 10-minute intervals to the Botanic Gardens Station, opposite the Melbourne Cricket Ground. This station has long since been dismantled.

INCREASED HOLIDAY TRAFFIC

A MOST heartening feature at the end of 1946 was the greatly increased country Christmas—New Year holiday traffic to and from Melbourne. Excluding the war years, when heavy military business and petrol restrictions were traffic-stimulating influences, the 1946 holiday period provided the best passenger traffic for many years.

From Friday, December 20, to Tuesday, December 24 inclusive 75,849 passengers left Melbourne for Victorian country destinations—a jump of nearly 14,000 on 1939, which is the last fairly comparable period.

With the new 14-day annual leave provision operating fairly generally in private industry for the first time, the holiday traffic was spread more evenly than in former years. Nevertheless Christmas Eve saw a big exodus of passengers, 20,171 travelling from Melbourne on that day, compared with 12,403 in 1945. Christmas Day figures were up, too: 7,676 this year; 2,389 last year.

In spite of the growing intensity of air competition, interstate rail traffic, compared with 1939, was very satisfactory. During the period December 20-25, there were 12,401 passengers to Sydney and Adelaide—a drop of only 23 on the 1939 figures.

The improvement in coal supplies is reflected in the greater number of trains scheduled between December 19 and January 1. From the two main city stations, 461 trains were despatched; of these 157 were specials. For interstate traffic, there were 42 ordinary and 23 special trains.

An interesting aspect of the parcels traffic was the large number of bicycles carried. Two special parcels trains were run to fast passenger train schedules on the north-eastern line on December 21 and 24. Each carried about 50 tons of parcels, mails and newspapers, including, on each occasion, no fewer than 200 bicycles.

Mr. E. W. Procter Retires

AFTER more than 49 years' railway service, Mr. E. W. Procter, District Superintendent at Bendigo, retired last month. As a Junior Clerk, "passing rich on forty pounds a year," he entered the service in November 1897. In 1913 he received his appointment to Stationmaster and served at Tongala, Stratford and Nagambie before being transferred to the relieving staff. Periods as Traffic Inspector and Train Running Officer followed, and then the postings of S.M. Dandenong, S.M. Bendigo, S.M. Flinders Street, and (from July 1934) District Superintendent, Bendigo.

Mr. Procter's appointment to S.M. Dandenong in 1929 was a literal "following in father's footsteps," for his father held that position at the time of his retirement.

While at Bendigo, Mr. Procter was associated with many local organizations including the South Bendigo Bowling Club, V.R.I. Tennis Club, Young Farmers' Club, and various charitable activities. In regretfully farewellling him the "Bendigo Advertiser" says "Mr. Procter has been one of the most courteous railway officials in this district and his manly qualities have won the admiration not only of all his fellow employees but also of the citizens of Bendigo and the people of the north who have dealings with his department."



Mr. Procter

Death of Ex-Ambulance Officer Fred W. Kaiser

THERE will be profound regret, especially among the older generation of railwaymen, at the news of the death last month of Mr. F. W. Kaiser who, in his day as Ambulance Officer, was one of the best known and most highly respected members of the service. Aged 78, the veteran had been in failing health for some time. He is survived by his widow, one son (Mr. Fred. Kaiser, of the Train Control Section) and five daughters.

Mr. Kaiser's appointment as Ambulance Officer in 1909 was a milestone in the Department's history. He was the first to occupy that responsible post. Until his retirement in 1933—in fact until his death, his deep and abiding interest in the humane work of first-aid never flagged. Nothing delighted him more than to attend the Annual Ambulance Competitions at Mt. Evelyn and there renew, even for one day, his close association with an activity that was always so close to his heart.

Born in New Zealand, Mr. Kaiser began his railway career at Maryborough as a Porter in 1888, and rose to be Stationmaster's Clerk at Flinders Street. It was there that his flair for organizing, coupled with his skill as a first-aid man, led the Commissioners of the day to entrust to him the creation of the Ambulance Service as we know it today. It can well be said that the foundations laid by him will endure through the years.

* * * *

AT the tragically early age of 23, Mr. O. F. Roberts, Clerk in the Rolling Stock Accountant's Office, was accidentally drowned at San Remo during the Christmas holidays. He had been back with the Department less than twelve months after serving for 4 years as a R.A.A.F. Sergeant Wireless Mechanic in Australia and the Islands.

* * * *

A wide circle of railwaymen was shocked by the sudden death last month of Mr. Harry Clare Sharp, Suburban Guard with headquarters at Flinders Street. While running a train to Coburg, he collapsed in the van. On arrival at Royal Park he was removed to the station platform, where he passed away a few minutes later. Mr. Sharp had been in the Department since 1924. At various times he was located at Port Melbourne, Kyabram, Cobram and Glen Iris. A brother is a Booking Clerk at Spencer Street.

60th BIRTHDAY OF MELBOURNE-ADELAIDE SERVICE

RAILWAY service to Adelaide has been operating for sixty years. On January 19, 1887, the first through train left Melbourne at 4.5 p.m. Made up of "an American boudoir car," a composite first and second class carriage, a luggage van and a terminal brake van, it provided sleeping accommodation for twenty passengers. However, only thirteen of the berths were booked. The journey took nineteen hours.

Very little ceremony attended the opening of the service although it is recorded that "when the whistle sounded a hearty cheer was given and the train sped out of the station."

Simultaneously a train left Adelaide for the trip to Melbourne.

Remarkable Rail Link With the Kelly Gang

Mr. Bromilow Now On National Film Board

MR. L. C. Bromilow, Manager of the Publicity and Tourist Services and Chairman of the Betterment and Suggestions Board, has received the compliment of being appointed a member of the Australian National Film Board.

The Australian National Film Board, which meets in Canberra once a month under the chairmanship of Mr. E. G. Bonney, was established by the Commonwealth Government in May 1945. The principal function of the Board is to direct the production of educational, documentary, travel and migration films for display both in Australia and abroad. It has also to co-ordinate the work of the States in distributing and exhibiting the Board's films and in securing the best of the world's instructional films for screening in Australia. The actual production of the films is in the hands of the Cinema Branch of the Department of Information, of which Mr. Bonney is Director-General.

Mr. Bromilow, who has been associated with the Betterment and Suggestions Board for nearly 20 years, has had a wide experience in the production of films in connection with railway and tourist publicity. With this record goes an excellent reputation as a railwayman, particularly in the Transportation Branch which he first joined at the beginning of his career as a Goods Clerk at Kyneton.

CHORAL SOCIETY HONOURS PRESIDENT

HERE is Mr. J. S. Morcombe, the busy president of the V.R.I. Choral Society and second bass at most of its public appearances during its twelve years of existence. Mr. Morcombe has been president for 11 years and devotes much time to the Society's activities. In appreciation of his services, the members have presented him with a handsome leather golf bag which it was hoped would help him to reduce his handicap. The preparation for an evening's programme often involves four or five months rehearsal by the Society, which meets every Monday night.



Mr. Morcombe

Under the baton of its distinguished conductor, Dr. Ehrenfeld, the Society has had some notable successes and, on several occasions, its artistic achievement has resulted in it being allotted broadcasts over the A.B.C. stations.

Recently the Society added further to its record by fine solo and choral singing in the oratorio "St. John's Eve" presented at the Assembly Hall. The composer, Sir Frederick Cowan, dedicated the music to the people of Melbourne following

his visit to this city in 1888. The soloists on the reappearance of the oratorio were Miss Thea Phillips (soprano), Miss Joy Badenoch (alto), Mr. Frank Mithen (tenor) and Mr. Frank Lasslett (baritone). The two ladies were also heard in another item in the programme entitled "Sweetly Through the Night" by Shelley, in which the full choir rendered some striking effects. Furthermore, all the soloists gave attractive individual items.

INTERESTING CIRCULAR TO GANGERS FOUND

THE following confidential memo. from Mr. Robert Watson, Engineer in Chief, to Ganger S. Cappi, who by the way, was the father of Mr. S. P. E. Cappi, recently retired from the position of Estate Officer, has an unusual historical significance:

*Engineer in Chief's Office
Railway Department
Melbourne Nov. 19 1878*

(Confidential)

*Memo for
Ganger S Cappi*

*If you or any
of your men see any suspicious
characters crossing the line or
any traces of the line having been
crossed, except at the regular level
crossings, be good enough to
communicate full particulars to
the nearest Station Master, who
will immediately forward them
to the police.*

*Robt. Watson
Engineer in Chief*

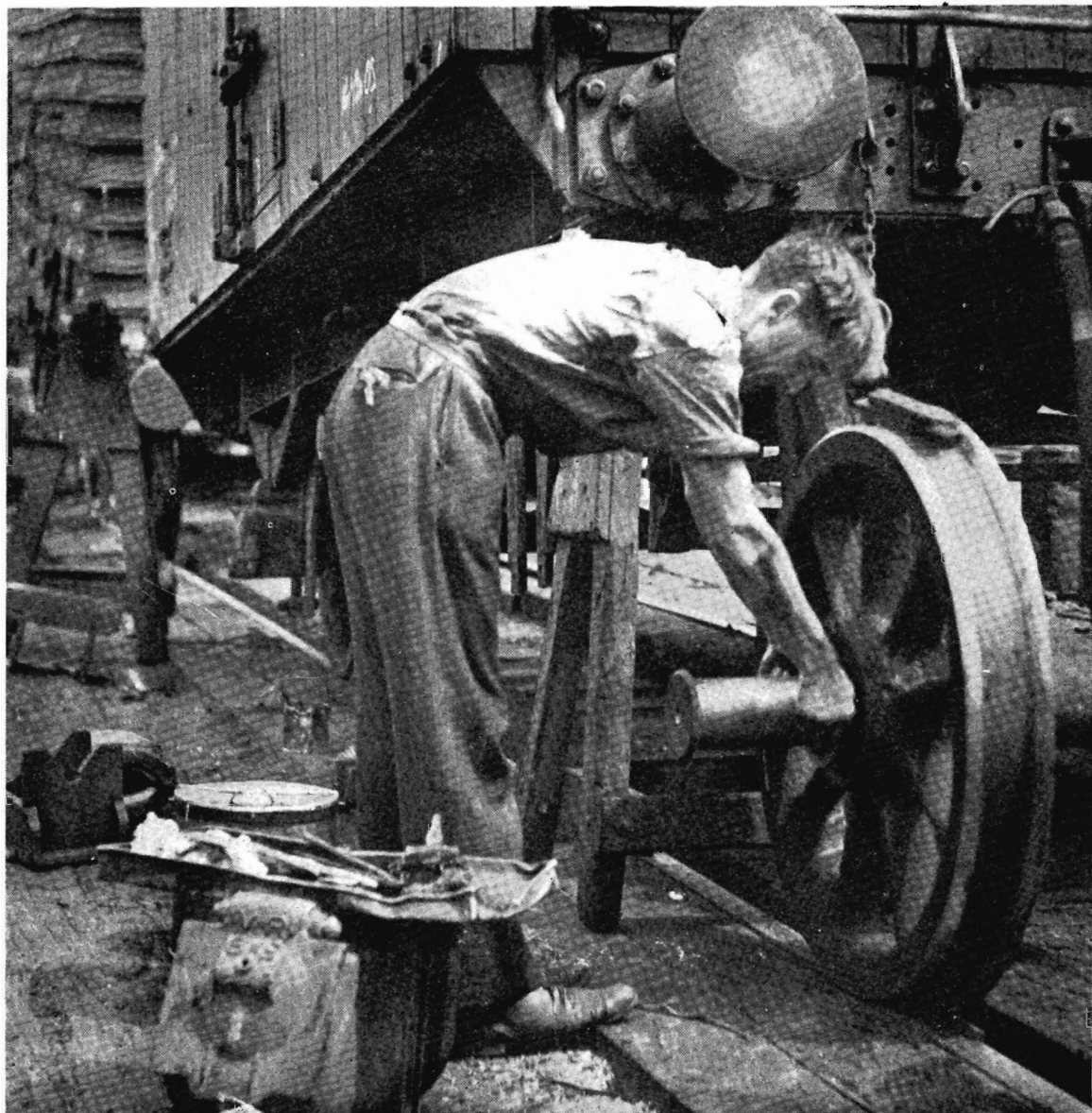
The "suspicious characters" referred to above were the Kelly Gang who, at the date of the memorandum, were already a menace in North-eastern Victoria. It is of interest to mention here that James Kelly, the last surviving member of the Kelly family, died recently at Greta at the age of 88. He was never associated with the bushranging activities of his brothers, Ned and Dan.

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TRUCK LIFTING AT NORTH MELBOURNE WORKSHOPS



This picture, taken at North Melbourne Workshops, shows typical activity of the Lifting Yard. The Workshops are responsible for routine overhauls and running repairs to carriages, trucks and vans. About 50 cars and vans, and 500 trucks are repaired at the Workshops each week.

Queensland's New Transport Control Act Reviewed

THE amended Transport Act passed by the Queensland Parliament at the end of last year does not alter any of the major principles of transport control in that State. The new Act still limits to 15 miles the distance for which goods (except certain exempted goods) may be carried by road without a licence, whether by hauliers or by traders or others using their own vehicles.

The comparable legislation in this respect in Victoria entitles hauliers to operate within a radius of 25 miles of the cities of Melbourne, Ballarat, Bendigo and Geelong, or of 20 miles of the premises of the owner in any other place; and in respect of traders' vehicles, allows operations within a radius of 50 miles of the owner's place of business, provided the load capacity of the vehicle used does not exceed four tons.

Under the Queensland Act, the principal exempted goods, that is, goods that may be carried without a licence, are fruit and vegetables up to a distance of 25 miles, unless they are classified as highly perishable, in which case no distance limit is imposed; milk, cream, fresh meat, fresh fish; young lambs and young calves (up to a distance of 250 miles); firewood; fertilizers; and road-making material.

In Victoria, the existing law authorizes unlimited carriage by road of any market garden or orchard produce, which includes citrus fruits, apples, beans and peas, and other products not in the category of highly perishable goods, and live stock of any description. The diversion of these classes of traffic from the railways has been very considerable, and year by year is becoming increasingly serious.

Some alteration has been made in the licensing fees in Queensland. Under the old Act licences for road

services could be submitted for sale by public tender, and the amount accepted became the licensing fee. Examples of maximum fees chargeable were:—

		Per annum
Passenger omnibuses	(36 to 40 passengers)	£91 5 0
Service cars	(8 to 10 ")	£638 15 0
	(11 to 20 ")	£1186 5 0
Goods vehicles	(4 to 5 tons cap.)	£958 2 0

The maximum licence fee for all such vehicles in Victoria is £5 per annum.

The fees under the new Queensland Act may be determined by the Commissioner for Transport, and he may fix them upon a percentage of the gross revenue of the road service; or (as is now the method in New South Wales) at a rate not exceeding one penny per passenger mile, or three-pence per goods ton mile. Thus, by comparison with the fee of £5 in Victoria, a goods vehicle of eight tons capacity running (say) 500 miles a week, can apparently be charged in Queensland a licensing fee of approximately £2,600 per annum.

The Act, which embraces intra-state water and air as well as road transport, contains provision permitting the acquisition of any such services by a Crown instrumentality or local authority on a prescribed basis of compensation.

THIS IDEA WORTH MONEY

DURING the repair of certain passenger cars, it was decided to reinforce the panels above the windows by applying a piece of sheet iron screwed to the woodwork. In order to keep out the weather, it was found necessary to cut a groove behind the roof moulding so that the sheet iron might fit behind it.

Cutting this deep but narrow groove was difficult and costly by existing methods, until someone devised a



Ingenious Cutter At Work

small circular cutter which could be revolved in a portable electric drill. As a result the work is done faster, better and with less effort, and the suggestor has received an award for his ingenuity.

The department would like to discover more brain children like this one. If you have an idea—offering an improvement in some device or method of working—send it along to the Betterment and Suggestions Board, Railway Offices, Spencer Street. All communications will be kept strictly confidential, and if your suggestion is adopted, you will be suitably rewarded.

Fine Teamwork On Big Job

MEMBERS of the V.R. Electrical Engineering Branch, in association with State Coal Mine Staff, Wonthaggi, have finished an urgent and interesting job at the Mine Power Station which supplies electrical energy for the operation of the mine.

Recently a steam turbo-alternator of 1250 kw. capacity, erected in 1923, developed severe vibration. As it was found on investigation that the foundation was full of cracks and was in the process of disintegration, it was decided to provide a new foundation on another site and transfer the machine during the holiday period at Christmas and New Year.

The foundation was designed by the Electrical Engineering Branch, and constructed by the Mine Staff. As no rock foundation was available at the location chosen, the new foundation was strongly reinforced with steel and placed on a reinforced concrete mat.

This work was carried out in October last and about the middle of December, the staff of the State Mine commenced dismantling the machine. Later this staff was strengthened by nine men from Newport Power Station and, through excellent teamwork, the change-over was effected before mining operations were resumed.

Early this year, the testing of the plant commenced and, after the balancing had been carefully checked and adjusted, the machine was switched on to the line to supply power to the system.

It is now behaving admirably and the punctual completion of the task reflects great credit on the combined State Mine and Railway staffs.

An electrical recording instrument used for testing the balance of the machine, and facetiously known as the "earthquake recorder," was of great value in obtaining correct balance for the turbo-alternator, which runs at a normal speed of 3000 R.P.M.

EX-GENERAL PASSENGER AND FREIGHT AGENT TO OCCUPY NEW POST OF RATES CONSULTANT

MR. J. McCLELLAND retired from the position of General Passenger and Freight Agent on February 26, after nearly 50 years in the Service.

After matriculating and gaining a scholarship at an early age, Mr. McClelland joined the department as a Junior Clerk. He studied accountancy at the V.R. Institute and qualified as an Accountant with the Commonwealth Institute of Accountants, receiving the highest marks in Australia at his final examination.



Mr. McClelland

He was for years Instructor in Accountancy at the V.R. Institute, and many of his students later obtained important public positions.

Over a long period, he acted as special Assistant to the Head of the Traffic Branch, later was appointed Assistant General Passenger and Freight Agent, and was sent to America in 1927 to study railway practices there.

Mr. McClelland was appointed General Passenger and Freight Agent in 1930. He has been responsible for many important changes and improvements in the work of the department during the intervening period of 17 years—unquestionably the most difficult in the history of the Branch. One of his most important duties was to combat competition by commercial road transport. Operating throughout the country with a team of Commercial Agents, Mr. McClelland introduced the Freight Contract system under which much of the general merchandise sent by rail to the country is carried at special rates and conditions to consignees who sign agreements to use only the railways.

During his younger days, Mr. McClelland was fond of cricket and was a dangerous "googly" bowler. His interests included boxing, rowing and music.

He was a regular contributor of verse to railway magazines as well as to the "Bulletin," but he declares that the close concentration involved in a Freight Agent's job has knocked all the poetry out of him long ago. This modest contention, some of his friends beg leave to doubt.

The Commissioners have placed on record their keen appreciation of the very valuable service that Mr. McClelland has rendered. Desiring that his outstanding ability and specialized knowledge of matters relating to railway charges and competition should be available to them in the difficult times immediately ahead of the department, the Commissioners have retained Mr. McClelland to assist them in the capacity of Rates Consultant.

Mr. McClelland has been succeeded in the post of General Passenger and Freight Agent by Mr. M. Ridgway, who has held a responsible position in the Branch for some years.



Mr. Ridgway

Mr. Ridgway joined the department in 1906, beginning as a lad with the Supervisor of Weighing. He transferred to the Goods Division in 1912, and after a wide experience became Principal Rates Officer in 1934.

In the subsequent years, he has been closely associated with the General Passenger and Freight Agent in the work of the Branch, including the handling of the Freight Contract system and many important rating matters arising from the war.

Like many other senior officers in the department, Mr. Ridgway's principal hobby is his job, but he does confess to liking the meditative pastime of sitting in a boat waiting for reluctant fish to hook themselves on to a trailing fishing line.

English Wintertime Rail Travel Described

FOR many railwaymen who were in England during the war, there is a special interest in the unprecedented blizzard conditions now sweeping over that unhappy country. In the cables describing the catastrophe, there were many references to the immense difficulties facing the railways. To obtain a first-hand report on rail travelling in wintertime in England, the "News Letter" had a talk with Mr. K. O. Woodward, of the Secretary's Branch, who was a Squadron-Leader in the R.A.A.F., and spent some years in England.

While never experiencing such frigid conditions as now exist, Mr. Woodward did travel by train during extremely cold conditions that severely tested Australians. "Inside most of the trains running during the blizzard," he said, "I would imagine that conditions for passengers would be tolerably warm, compared with outside. Every passenger train in England is heated from the locomotive by means of a steam pipe coupled through each carriage to form a continuous pipe. From this, subsidiary pipes are run beneath the seats in each compartment. Foot-warmers, as we know them in Australia, would not be enough in the bitterly cold English winter."

Newspaper pictures of locomotives struggling through snow-blocked tracks reminded Mr. Woodward that, at strategic points around the railway systems,

snow-ploughs are ready to be pressed into service. Seeing them, he recalled that the Victorian Railways also possessed a snow-plough. But it has never been used to clear railway tracks; it is part of the equipment at Mt. Buffalo National Park. There, in heavy snow conditions, it is used to clear the road to The Chalet. Also he mentioned this striking contrast. In England the railways have specially trained gangs, with equipment, to clear the tracks under snow and ice conditions, while during the same period in Australia, the railways are on the alert to fight timber and grass fires. . . .

Even under normal winter conditions in England, there is a problem at locations where locomotives take on water. At such points, there are brazier-like heaters with flue attached, which prevent icing and keep the hydrant warm for the free flow of water to locomotives.

Mention in the press of a woman and her children spending the day riding around in London's underground railway system—she is reported to have said: ". . . it's the only way to keep my children warm"—seemed quite feasible to Mr. Woodward. "Yes," he said, "I can well understand that for, often in London on extremely cold days, I would step off the pavement on to the escalators and descend to the underground where it was always much warmer than outside. On the other hand, in summertime it was frequently insufferably hot."

CHAIRMAN WARMLY WELCOMES 86 NEW APPRENTICES TO DEPARTMENT

"I always feel that the intake of a new batch of Apprentices is a very important event in the history of the department," said the Chairman (Mr. N. C. Harris) welcoming the 86 new Apprentices who joined the Victorian Railways last month. They were selected from 465 applicants and represent well above the average of Victorian youth from every corner of the State.

Many of the lads are the sons of railwaymen stationed in country districts. Father's transfers often meant a change of school, but the standard of education reached generally has been very satisfactory.

As in previous years, some instances of ingenuity stand out. One lad (selected as Fitter and Turner) made a model steam engine out of two discarded paint tins and other scrap. He also made a wood lathe from an old sewing machine. Another new Apprentice (Car and Wagon Builder) furnished blue prints to the examiners of an 18-ft. cruiser, cabin type, which he had worked out from an idea in a magazine.

Many country lads reached their educational standard only by travelling long distances to school by bus or bicycle. Travelling, school and study time left them a bare minimum of rest each day.

Sixteen of the Apprentices selected were already employed on the supernumerary staff of the department.

The candidates this year were interviewed by a Board of Selectors comprising Mr. P. Farnan (Staff Board), Mr. G. Brown (Rolling Stock Branch) and Mr. A. Phair (Way and Works Branch). Lads from the metropolitan area and nearer country districts were interviewed in Melbourne. Country interviews were conducted at Bendigo, Ararat, Maryborough, Wangaratta, Geelong, Ballarat, Mildura and Daylesford. Due to an increased number of applicants from the Daylesford area the Board visited this district for the first time in many years. For the position of Apprentice Electrical Mechanic there were 77 applications for 16 vacancies. Electrical Fitter brought 67 applications (14 vacancies), Fitter and Turner 87 applications (22 vacancies), and Carpenter and Joiner 119 applications (eight vacancies).

The 86 new Apprentices are a welcome addition to the railway organization. "You are coming into a very big family," Mr. Harris told them, "and for a while you may feel lonely and lost, but you will soon settle down. We hope you'll enjoy being with us, and that you'll find the work interesting. Don't let yourselves feel there is nobody interested in you. Above all things—look after your health. I wish the best of luck to you all."

"The best of luck to you all" is echoed by every railwayman to these 86 new railwaymen.

Prizewinners At V.R. Institute Exams For 1946

HEARTIEST congratulations to the following members of the service who, as students at the Victorian Railways Institute, were prizewinners at the annual examinations in December last:

Bookkeeping—Senior Grade: J. McHugh, Clerk, Newport Loco. Storehouse.

Shorthand—Advanced Theory: R. A. Smith, Clerk, Secretary's Branch.

Shorthand—Speed (both 150 words per min.): Miss E. Crowe, Typiste, Newport Workshops; R. O. Darby, Clerk, Tottenham Yard.

Engine Working—Junior Grade: A. D. Pitcher, Fireman, Korong Vale; Senior Grade: J. G. Wood, Acting Driver, Geelong; and E. A. M. Butters, Fireman, North Melbourne.

Westinghouse Brake—Junior Grade: A. D. Pitcher, Fireman, Korong Vale; Senior Grade: G. R. Keath, Fireman, Warragul.

Perm. Way. Constn. and Maintnce: J. Crossthwaite, Repairer, Gisborne.

Safeworking—Way and Works Branch: W. J. Mallett, Carpenter, Geelong; "A" Division (Signalling): A. G. Cleland, Porter, Flemington Bridge; "B" Division (Train Running): J. Harrington, Leading Porter, Castlemaine.

Storeman's Duties—Junior Grade: J. W. Roberts, Storeman, Ararat Loco. Store; Senior Grade: A. D. Easton, Labourer, Geelong Loco.

Stn. Accts. and Management—Junior Grade: G. G. Roy, Shed Porter, Daylesford; Senior Grade: H. R. Carroll, A.S.M., Trafalgar.

Ticket Checking: K. F. Neander, Lad Porter, Ivanhoe.

By gaining the highest percentage of marks in their respective classes, Messrs. Wood and Pitcher were awarded special prizes, as were Messrs. J. S. Morris (Repairer, Wingeel) and J. G. Kiely (Apprentice Electrical Fitter, Newport).

Two Well-known Victorian Railwaymen Passed Away Last Month

MANY railwaymen will regret to hear of the death last month of Mr. James Fogarty at the age of 80 years.

Widely and affectionately known as "Jimmy," he served as an employees' representative on the first Railways Classification Board which began sitting in 1917. When a new Board was created by Parliament in 1919, "Jimmy" was again an employees' representative, which position he held conspicuously until 1926. Later he was a member of the Discipline Board from 1926 until the year of his retirement, 1932.

"Jimmy" commenced his career in the Department as a Fuelman in 1888 and subsequently became Train Examiner and Running Gear Repairer.

Another deeply regretted death last month was that of the Stores Inspector, Mr. John D. Laird, who was a very efficient and popular officer. He was 62 years old.

Jack Laird was a brother-in-law of Mr. Commissioner M. J. Canny and joined the department as a Clerk in the Transportation Branch in 1905. Seven years later he was transferred to the Stores Branch, becoming a Storekeeper in the Permanent Way Materials Depot in 1928. Subsequently, he was promoted to the important post in which he was revealing his usual energy and concentration when he died. During his career he contributed two or three valuable suggestions to the Betterment and Suggestions Board for which he was suitably rewarded.

Six Brilliant Apprentices Win Scholarships



Mr. Haylock



Mr. Wheatland



Mr. Cane



Mr. Conlin



Mr. Cowden



Mr. Elliott

WINNING scholarships at the Newport Railways Technical College, these six bright and justifiably proud Apprentices have now been chosen by the Commissioners for professional training. Messrs. R. K. Haylock and D. C. Wheatland are aiming at the Degree of Bachelor of Electrical Engineering at the Melbourne University. Messrs. A. F. Cane, R. J. Conlin, D. H. Cowden and V. E. Elliott will be no less eager in attending the Melbourne Technical College for Diplomas of Fellowship in Civil or Mechanical Engineering. At both institutions, these lads will undertake full-time courses, and their salaries will be paid by the department.

At the time of their selection as Apprentices, within the past three years, they had qualifications, potential aptitude and enthusiasm foreshadowing further success. These expectations have now been handsomely fulfilled. Both in their theoretical work at the College and on the practical side in the workshops, these youngsters have registered highly commendable performances.

Railwaymen generally will applaud them for their fine efforts, and join with the "News Letter" in heartily wishing them complete success in their future endeavours.

VIVID STORY OF WAR-TORN CHINESE RAILWAY SYSTEMS

MUCH interest was created by the publication in the January "News Letter" of parts of a letter from Mr. R. Wilson (Rolling Stock Branch) concerning his experiences in China as a Locomotive Inspector with the Chinese National Relief and Rehabilitation Administration. It will be recalled that, with two Rolling Stock Branch colleagues (Messrs. E. Pidd and T. Dawes), Mr. Wilson was loaned to UNRRA to assist in rehabilitating China's railways after so many years of devastating warfare.

Here are some extracts from another arresting letter just to hand from Mr. Wilson:

"At Tongshan in North China we stayed at a very fine hostel. The city was under martial law, with a 9 p.m. curfew. On many occasions the city was isolated, with trains blown up by land-mines a mile away on each side. Often we were challenged by sentries at night, but our interpreters got us out of many tight corners. After Tongshan, we operated between the running depots of North China. Highlights were the tests we made on "Mallet" engines over Nankow Pass through the Great Wall into Mongolia. These engines had been having much tire trouble due to excessive braking on the long grades. Each train has an assisting locomotive, with one pushing in the rear.

"There are many tunnels through the mountains. The line follows the Great Wall for about five miles into Mongolia at Shing-lung-Chiao; here the Great Wall touches the railway station. The Wall is certainly one of the world's wonders. Constructed of rock spawls hewn from the mountain faces, it will stand for many more centuries. It winds like a huge dragon along the crests of the mountains; in many places up almost sheer faces. Little wonder that hundreds of thousands are said to have died from exhaustion during its construction. At the top, it is from 16 to 20 feet wide.

"Every bridge for the eight miles between Kang Chuang and Kalgan on this line has been blown up. Many of them were of six and eight-span steel and concrete construction. Many locomotives have tumbled down the banks and are lying sprawled helplessly in the mud. Because of the tunnels, wrecking cranes

cannot reach this spot. Owing to the uncertainty of the temporary bridges around the places that have been bombed, it took us 15 hours to travel 150 miles between Peiping and Kalgan.

"At Peiping I had a class of 50 young Chinese enginemen. The school was very well organized. Through my interpreter, I gave lectures on locomotives, with the aid of blackboard drawings; later my lectures were translated for distribution to the pupils. We detected many weaknesses in their methods of locomotive maintenance, while we revised their metalling system, designed a new metalling bench, improved their washing-out methods, and gave them many suggestions for enhancing their system of locomotive examination.

"In China there are many types of locomotives: Pacific, Mikado, Mogul, Consolidation, Prairie American and Compound Mallet. The greatest maintenance problem is to keep the Japanese product on the road. At first, these appeared to be good jobs, but 'under the skin' they are just typical Japanese products. . . .

"The maintenance of boilers, superheater tubes, elements, etc., which are of inferior steel, is No. 1 problem. One feature that has interested me is the total absence of carbon in all engines—saturated and superheated alike. I think this is due to the quick vacuum release brought about by the large type of by-pass valve and relief valve employed. Free communication is brought about by these valves, the relief valve being situated on the top of the steam chest and the by-pass valve in the cavity between the steam chest and top of the cylinder, directly attached to the steam chest.

"I have been re-assigned to Liuchow in Kwangsi, the most Southern Province; my operations extend through three Provinces on a system that was totally destroyed by the Chinese themselves when the Japanese arrived. Until communication is made with Hang-kow, no locomotives or rolling stock can be brought south. It is a real problem to reconstruct a few locomotives from a heap of scrap, but it is being done with no equipment—and under backyard conditions. . . ."

PRINCIPAL FARES OFFICER A. V. WORRALL RETIRES

LAST month, Mr. A. V. Worrall, Principal Fares Officer in the branch of the General Passenger and Freight Agent, retired after nearly 47 years of varied and valuable service. Born in Melbourne, Mr. Worrall entered the department in 1900, serving as a Clerk at Benalla, Wangaratta, Princes Bridge and Caulfield.



Mr. Worrall

For two years he was A.S.M. at Yarraville, and then became Chief Booking Clerk for three years at the Victorian Government Tourist Bureau, when it was located at the corner of Swanston and Collins Streets.

Returning to the General Passenger and Freight Agent's branch he dealt with parcels rates, refunds, and by-law problems. Also for 14 or 15 years he was a Commercial Agent. In this job he visited every grazing property of consequence in Victoria and the Riverina.

An active, friendly man of large charitable qualities, he has devoted a lot of his leisure to the care of the blind. He is Chairman of the Blind Home at Brighton for the sightless who are aged and infirm. He is on the Committee of the Association for Advancement of the Blind and for over 25 years has been president of the Victorian Association of Blind Cricketers.

Mr. Worrall has been Manager of interstate blind cricket teams and is visiting Adelaide in that capacity at Easter.

On the day of his retirement, he was advised of his integrity, ability and good fellowship by a number of his colleagues headed by his Chief, (Mr. J. McClelland, General Passenger and Freight Agent) and was presented with a handsome set of crystal.

Successor

Mr. Worrall has been succeeded in his job by Mr. W. H. Conroy who, since 1931 has been Refund and By-Law Clerk in the Traffic Branch. Mr. Conroy, who entered the department in 1905, has had wide experience as Booking, Goods, Parcels and Refund Clerk and, for five or six years he served also in the Victorian Government Tourist Bureau.

Service Appreciated

THE following appreciation of thoughtful service by a Ticket Collector at Flinders Street station comes from Mr. G. A. Baker, Rocklands Dam, Balmoral:

"I wish to commend the Ticket Collector at Elizabeth Street exit of Flinders Street Railway Station for his alertness and prompt action last Sunday at about 6.45 p.m.

"I had given him a wrong ticket, namely, 'Melbourne to Horsham,' single, instead of 'Ormond to Melbourne,' and had boarded a tram for Spencer Street Station. He hailed the tram driver to stop and returned me my 'Horsham' ticket, thus saving me the difficulty and embarrassment I would have experienced on attempting to board the Adelaide express at Spencer Street.

"Having observed alertness and attention to duty and received courtesy from others of the Flinders Street Railway Station staff quite recently, I felt impelled to write this letter of appreciation."

Best Wishes To Mr. Eyers



Mr. Eyers

FROM a wide circle of friends both inside and outside the railway service, there are sincere wishes for a speedy and complete recovery for Mr. E. C. Eyers (Secretary for Railways). Suffering a heart attack recently while gardening at his home in Kew, Mr. Eyers was admitted to hospital. Since returning home, he is understood to be making steady progress.

BY-LAW BREAKERS PAY!

IT is surprising how many people stoop to the pettiness of "trying to beat the railways." Last year 27,544 cases of by-law offences were reported and 5,850 prosecutions were launched by the department. Two thousand one hundred and fourteen people were charged with travelling without a ticket, 782 with travelling first-class on a second-class ticket, and 441 with travelling on an expired ticket.

Selfish types who lit their cigarettes in non-smoking compartments and found that smoking can be a costly luxury numbered 417. Cycling on platforms and footpaths—a highly dangerous practice—brought 236 offenders before the magistrate. Crossing over the pit instead of using the proper foot-ways was a costly practice for 348 offenders, and 577 were punished for making unauthorized exit or entry on railway premises. Ninety-eight sadder and wiser folk can testify that it is cheaper, in the long run, to buy a ticket rather than borrow a return-half purchased by a relation or friend.

Of course there were the usual "clever" ones who gave wrong names and addresses. The checking staff has special methods of tracing these people—as 182 offenders found to their cost.

Trespass, aiding and abetting an offence, impeding a railway official, damage to departmental property, assault, opening the door of a moving train—a practice which may lead to serious injury—making a false declaration, and disorderly conduct were other by-law offences which resulted in prosecutions. Fines, coupled with costs, were often substantial. However, most offenders learned (too late) that the disgrace and publicity of a recorded conviction are the most unpleasant features of punishment.

Here are some of the fines and costs imposed:—

	Fine	Costs
Travelling without ticket ...	£5	7/6
Opening door of moving train ...	£5	7/6
Travelling on expired ticket ...	£2 10s.	7/6
Crossing lines ...	£2	5/-
Transferred ticket ...	£2	7/6
Wrong name and address ...	£2	5/-
First on second-class ticket ...	£1	7/6
Unauthorized exit and entry	£1	—

"Food For Britain Appeal" Aided

By the placing of collection boxes at booking windows of suburban stations and in a number of refreshment rooms, the Lord Mayor's "Food for Britain" Appeal was aided to the extent of £192 6s. 5d. This sum, by the way, included 1s., representing the sale to the Commonwealth Bank of a foreign coin found in the box at the Moonee Ponds station. . . .

Big Restoration Plan By English Railway Company

A sidelight on the wartime damage and deterioration suffered by British Railways is shed by the vigorous restoration plan of the London and North Eastern Railway Company. The heavy war demands on the equipment and the postponement of maintenance and renewal work resulted in a shortage of rolling stock (both passenger and freight), locomotives overdue for repairs, miles of track demanding renewal, and many stations, depots and other buildings requiring modernization or heavy restoration.

The L.N.E.R. Trust Fund of £40 millions accumulated during the War will be available for arrears of maintenance, but over and above that, the new works programme will cover an expenditure of about £50 millions. Even that amount excludes the cost of electrification schemes, of the proposed additional rolling stock and of certain long-term developments. The works are being undertaken in due priority of urgency as finance, materials and labour become available.

The rolling stock programme to be completed within five years includes the provision of 1,000 new locomotives, 5,500 new carriages and 70,000 new waggons. As a first step towards simplification in types the new engines will comprise only 10 different designs, whereas the engines to be scrapped belong to 49 different classes.

A feature of the reconstruction plan is a corridor carriage with two transverse passages dividing the vehicle into three sections. The design for this vehicle was first evolved in 1945, and it is claimed that it is superior to the conventional end-door type for the following reasons:

- The average distance between door and seat is very much reduced.
- Movement between door and seat may be made without passing another compartment, except in the case of the end compartments, and even then only one other compartment need be passed.
- The transverse passages provide convenient passing places for passengers meeting in the corridors.
- The spacing of the doors reduces platform congestion as passengers joining the train do not crowd around the ends of the coaches.

Modernization of booking offices is being widely undertaken. In many old booking offices the ponderous and forbidding wooden fronts through which the public apply for tickets are being entirely replaced by glass, embodying improvements in lighting, ventilation and public convenience.

The programme of improvements also covers refreshment room services. It is stated in the excellent booklet issued by the L.N.E.R. that the very latest designs and ideas will be incorporated in cafeterias, snack bars, tea and dining rooms, refreshment rooms and platform trolleys.

V.R. MAN BATS WELL AGAINST M.C.C.

EYEBROWS were not raised in surprise when Vin. Cahill (Engine Cleaner, Ballarat), as opening batsman for the Combined Country Team against the Englishmen at Ballarat last month, put up two splendid scores. His skill and enthusiasm almost made success a certainty.

In the first innings, he played the ideal opener's part by defying some of the visitors' best bowlers for 93 minutes to score 31. That undoubtedly paved the way for his side's creditable total of 268. In the second innings, Vin. again opened; at stumps his side had lost five wickets for 70, of which he made 35.

In the elimination match to determine the combined team, Vin. was one of the first selected. To his batting skill must be added exceptional fielding ability. Vin., who was for five years in the A.I.F., is the son of Ganger Dave Cahill, of Haddon.

ST. KILDA—BRIGHTON TRAM IDENTITY RETIRES

THOUGH he had never seen an electric tram before—much less taken a leading part in the operation of a such a service—Mr. James J. Griffiths, then a Stationmaster at far-off Maroona, somewhat daringly became one of 40 applicants for the Assistant-Inspectorship of the St. Kilda-Brighton electric tramway system away back in 1912. He was chosen for the job.



Mr. Griffiths

Mr. Griffiths' success as an applicant was the prelude to work in a new sphere in which, according to an appreciative senior official, "he has been outstandingly successful." Mr. Griffiths will be extremely hard to replace." Much of the credit for the standard of efficiency and courtesy enjoyed by tram passengers goes inevitably to the enthusiastic and painstaking Mr. Griffiths.

Last month, after 35 years with the tram service (25 years in command as Inspector), he retired. He was then but eight months short of the much-coveted 50 years in the department. While patiently fishing in his new-found leisure time, Mr. Griffiths can look back with satisfaction upon his service to the public, which is crowned with the esteem of a wide circle of railwaymen and tramway patrons.

Hamilton V.R.I. Has Good Year

HIGHLIGHTING the 10th annual report of the Hamilton sub-section of the Victorian Railways Institute was the announcement that membership had increased; finances were sound; and the social, educational and sporting sides had been extensive and successful. Help had been given the local hospital and the "Kenna, V.C." Appeal, as well as to railwaymen away from work through ill-health. A special tribute was paid to the ladies for their strong and consistent support, especially in arranging and conducting dances and euchre parties.

Election of office-bearers for 1947 resulted: President, Mr. J. T. Harding; senior vice-president, Mr. W. A. Harris; junior vice-president, Mr. K. A. Curtis; hon. secretary and librarian, Mr. M. J. Fitzpatrick; committee, Messrs. R. F. Button, K. A. Curtis, H. Duckmanton, W. A. Harris, J. T. Harding, R. Kinna and F. Wensley. Representatives to council: Messrs. E. J. Fisher, V. Grant, M. J. Hannagan, W. J. McPhee, G. J. Smith and J. Whelan.

* * * *

From our Hamilton correspondent comes news of functions to farewell two popular local railwaymen: Mr. H. H. Patterson (Ganger) on his retirement after 36 years' service, and Mr. W. A. Harris (Signal Adjuster), who has been transferred to Melbourne on relieving duties. Warm-hearted speeches testifying to the esteem in which Messrs. Patterson and Harris were held preceded several handsome gifts.

More Railway Families:

THE COOKS

THREE generations of Cooks—the late Mr. Truman Cook, who died in 1935, his son, Mr. G. A. Cook of the Superannuation staff, and the latter's daughter, Miss Therese Mary Cook in the Central Parcels Office, Spencer Street, have been connected with the department for 60 years.



Mr. Truman Cook

Mr. Truman Cook, whose railway career covered 43 years, started as a Porter, and by 1894 was a Porter-in-Charge. Promoted to Stationmaster in 1900, he served at Cowwarr, Scarsdale, Canterbury, Bairnsdale, Ouyen and other stations, finally retiring through ill-health at the important and busy station of Shepparton in 1930. A capable and industrious officer, he had the misfortune during his railway service to lose an arm in an accident.

His son, Mr. G. A. Cook, who was born in 1897, and was educated at the Ballarat Agricultural High School, followed his father into the service in 1913. Young Cook was early interested in the drama of finance, and during his whole record in the department, he has been associated in some way with figures. When he entered the railways, he worked with the Cashier and Paymaster. His next move was into the Pay Office, and in 1932 he was one of the active young men in the Terminal and Eastern Accounting Office. Three years later he was learning the mysteries of Refreshment Services accounting, and in 1940 he entered the Bookkeeper's Division (Station Accounts). He has been in the Superannuation Office since 1941.



Mr. G. A. Cook

His daughter, Therese, started with the Cashier (Accountancy Branch, Spencer Street) in 1941, and last year transferred to the Central Parcels Office. A bright, engaging brunette, she plays a nice bat at tennis—a favourite pastime in which she won a cherished cup at school.



Miss Cook

EUREKA LEADER—A V.R. MAN

PETER Lalor, leader of the Eureka rebellion on December 3, 1854, and for whose apprehension, the Government offered £300 reward, was among the first members of the Victorian Railways staff.

He joined the Department on October 2, 1856 as Inspector of Works at £600 a year, and remained in the position for about two years.

At the time of appointment he was the Hon. Peter Lalor, M.L.C., C.E., Legislative Council Member for Ballarat. Following on the granting of self-government and the creation of a Legislative Assembly, he was elected as representative for North Grenville and sat in our first Parliament on its opening in November 1856. In later years, he became Speaker of the House. Truly a remarkable career for a "rebel."

RAIL FEAT WITH "DAY-OLD" CHICKS

THE "day old" chicken is probably the most delicate of railway passengers. When travelling on the railways, it must be kept away from the sun or from artificial heat of any sort. Also it must be carried in a special container where fresh air is available. Otherwise it arrives at its destination—dead!

The greatest care is taken by the department, and it is due to the close attention to the comfort of the chickens displayed by everybody concerned that many thousands are carried yearly, without injury, to destinations often well over 100 miles from the sending station. Here is part of the record for the season July-November 1946, from four separate hatcheries close to Melbourne:

Approx. No. of Chickens.	Approx. No. of Boxes.	Percentage sent over 100 miles from Melbourne
A 100,000	1,000	90%
B 35,000	350	75%
C 20,000	200	75%
D 100,000	1,000	90%

There were only two small complaints regarding these consignments of over a quarter of a million chickens—a tribute indeed to the scrupulous regard paid by transportation staff to safe transport of these tiny travellers!

Varied V.R.I. Sports News

RAILWAYMEN, either on leave or on shift work, who want to enjoy some brisk cricket in ideal surroundings should go along to the V.R.I. Sports' Ground at Royal Park. There are three trim arenas, with full amenities and facilities for players. Nearby are the tennis courts.

After one of the closest and most interesting rounds of home-and-home cricket series in the "Commissioners' Cup" competition, the final four was decided only after the percentages of three teams were computed. North Melbourne Loco. and Spotswood Workshops had 28 and 26 points respectively, while North Melbourne Workshops, Melbourne Yard and Flinders Street each finished with 24 points, with the respective percentages: 1.5, 1.4 and 1.1. Thus, Flinders Street were displaced from the four. Semi-finals and finals will be played at Royal Park on March 4 and 6, with the final on March 13. Play commences at 10 a.m. each day.

Both Mr. M. J. Canny (Commissioner) and Mr. C. G. Brown (Deputy-Director of Posts and Telegraphs) stressed the value of inter-departmental sporting events when the annual cricket match was played between teams from the V.R. and Postal Institutes. The Postal team won handsomely, scoring 212 to 122.

After a lapse of six years, country tennis players will be looking forward to the resumption of the Railway Tennis Week. It is hoped to hold this fixture in Melbourne during the week beginning on March 24. At least eight teams from country centres are expected to compete for the Donald Mackintosh Cup at the V.R.I. Tennis Courts, Royal Park. Also there will be a singles championship event.

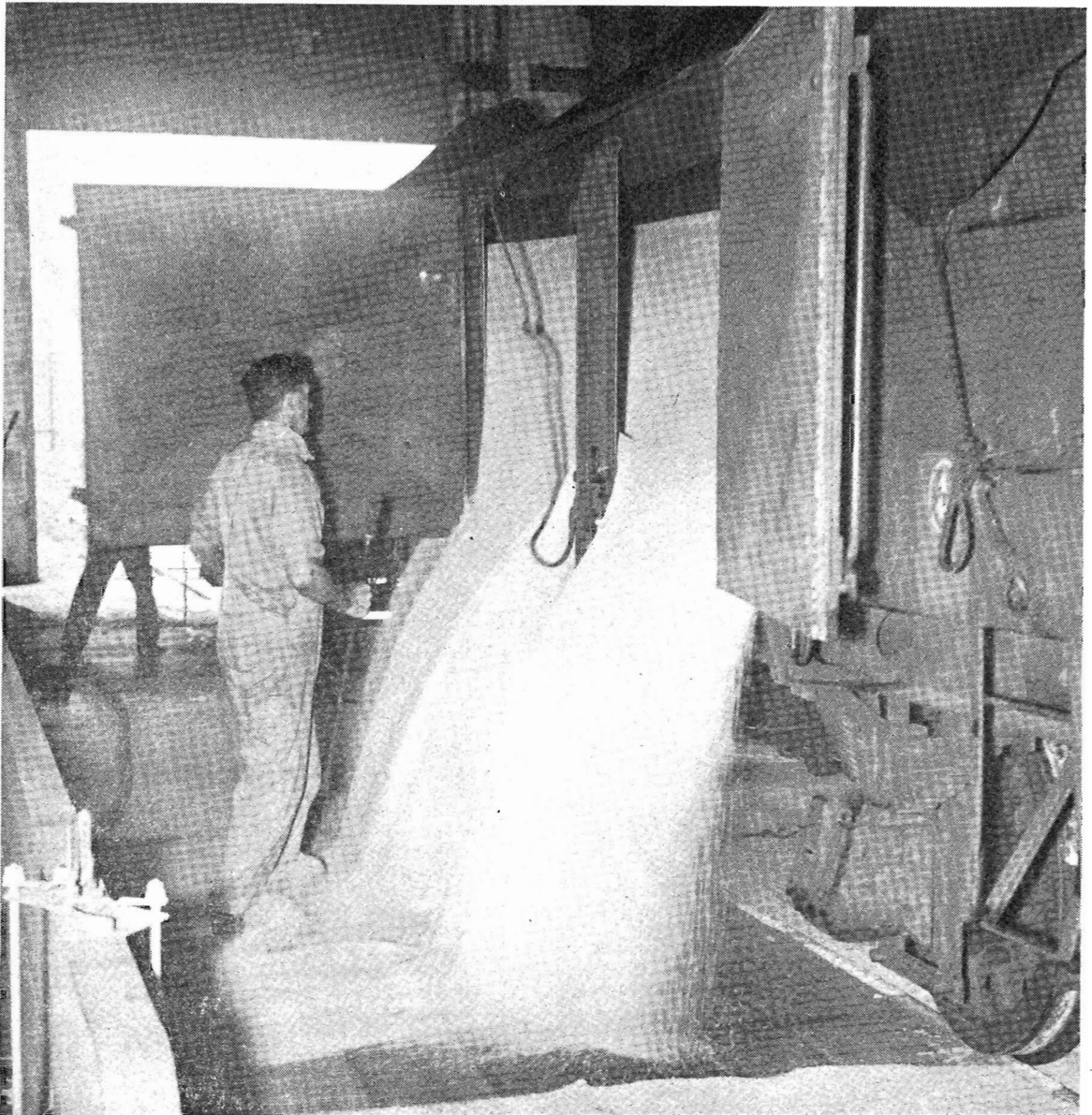
In preparation for the 1947 football competition for the "Commissioners' Cup", the annual meeting of the V.R.I. Football League will be held at the Institute, Melbourne, at 8 p.m. on March 26.

The Victorian Railways NEWS LETTER

APRIL 1947

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UNLOADING BULK WHEAT AT GEELONG



The advantages of trucking wheat in bulk are seen in the above picture, showing the unloading of a truckload of bulk wheat at the Geelong terminal elevator. Trucks can be loaded at an overall rate of from three to four per hour and unloaded in about 10 minutes per truck. In the four months of the present season the Department carried nearly 19 million bushels of bulk wheat.

The Man — And The Job

THE reconstruction of the Cremorne Bridge over the river at South Yarra, one of the most exacting jobs undertaken by the Department, is now nearing completion. The new bridge, which rests on massive reinforced concrete pillars going right down to solid rock in the river bottom, carries six tracks—two additional to the number running over the old bridge now demolished—thus increasing the facilities for future expansion of traffic over the busy Frankston, Dandenong, and Sandringham lines.

The job was carried out under normal traffic conditions with surprisingly little interference to train running. Further, the plans of the new bridge had the additional virtue of providing for the straightening of the "dog-leg" turn in Alexandra Avenue on the south bank of the river, which was always a nuisance and a potential danger to motorists.

Here is a picture of portion of the new bridge with Mr. J. C. B. Stephens, Way & Works Inspector, who has been in charge of all field operations since the commencement.



ACCOUNTS BRANCH IDENTITY RETIRES

MANY of his colleagues will miss the quiet attractive personality of Mr. Robert (Bob) Brown who retired from the Accountancy Branch last month after almost 47 years' service.

Mr. Brown joined the Railways as a Junior Telegraph Operator in Melbourne, transferring to Seymour and Ballarat. When the old Telegraph Branch was merged into the Electrical Engineering Branch he became Clerk-in-Charge at the Jolimont Workshops. Here he worked during the carrying out of the main scheme of electrifying the Melbourne suburban lines. When the Jolimont Shops were taken over entirely by the Rolling Stock Branch, he became Accounts Clerk in the Electrical Branch. This position he held until his transfer to the Accountancy Branch in 1933.

He was Electrical Engineering Accounting Officer until 1935. Later he was appointed Officer-in-Charge, Stores and Materials Accounts.

"HUSH-HUSH" OFFICER RETURNS

ONE of the most picturesque stories of railwaymen in the recent war belongs to Mr. J. R. Cashman, Accountancy Branch, who returned to the Department last month. He was an officer of "Z" Special Unit, the "hush-hush" organization from which the veil of secrecy has lately been drawn.



Mr. Cashman

Mr. Cashman enlisted with the A.I.F. in 1941. He was a corporal in 3rd Corps Signals when he was invited to join a highly-specialized body which had just been formed. So "Z" Special Unit gained a new recruit. In July 1942, Sergeant Cashman was one of a party of four to be landed by small craft in south-west Timor. The group made contact with 2/2nd Independent Company (Commando) and for the next month "ran around the hills in search of information." Sgt. Cashman

was the wireless operator and his task was to radio information back to Australia. The Japanese were soon hot on their trail, and in August the "Z" men were evacuated to Darwin by Catalina flying boat. A week later they returned to Timor, landing this time on the east coast.

In October 1942, 2/4th Independent Company joined 2/2nd Independent Company, but the Japanese were too powerful for this handful of brave men, and in late November both units were withdrawn. The four "Z" Special Unit men, and 12 volunteers from the Commandos, were then the only Australians left on the island. They remained until February 1943, when they were taken off by an American submarine and brought to Perth.

Jack Cashman had now been commissioned Lieutenant. After a further period of training, including a paratrooper's course with six parachute jumps, he was returned to Timor in February 1944. He was accompanied by a sergeant and three natives. Less than three hours after a corvette had landed them on the coast, they were surprised by a Japanese ambush party and taken prisoner.

They were tortured and ill-treated. The sergeant died. Two of the natives were executed. Captain Cashman (he had been promoted in absentia) was in solitary confinement for 12 months, starved, bashed and on one occasion denied sleep for three continuous days. When the war ended he was dumped on a mountain in Bali with other prisoners-of-war, and told that the British would find them. They were not informed that the war was over. A British war correspondent discovered them ten days later.

Captain Cashman was flown to Singapore, and then back to Australia. Discharged in December 1945, he spent last year at Melbourne University widening his education. He has now returned to the Accountancy Branch, but his study days are by no means over, and he intends to qualify, as quickly as possible, in both accountancy and shorthand. He could already top 100 w.p.m. at shorthand before enlisting.

Although he has crammed in a dozen lifetimes of adventure, Mr. Cashman is only 27 years old.

* * * *

AN innovation adding to the pleasure of rail travel between Melbourne and Mildura is the serving, free of charge, of morning tea and biscuits to sleeping-car passengers. Introduced on March 10, this service is available on the 7.40 p.m. "down" and 8.0 p.m. "up" trains. A similar facility has for some time been provided on "The Overland" between Melbourne and Adelaide.

MORE V.R. MEN AWARDED MILITARY HONOURS



From left to right: Messrs. Gordon and Daly; Major Ballard; Messrs. Hindle, Falconer and Batterham.

AMONG the 2,000 who were honoured last month for conspicuously good service in the Pacific from April 1, 1945, until the end of the war, were six Victorian railwaymen—Lt-Col. Roy Gordon and Major E. A. Daly who in addition to receiving the D.S.O. are entitled to wear the E.D. (Efficiency Decoration), and Majors G. St. V. Ballard and G. E. Hindle, Captain D. H. Falconer and Sergeant K. Batterham, Mentioned in Despatches. Congratulations to them all!

Lt-Col. Gordon, who is now Assistant Rehabilitation Officer in the Department, joined the A.I.F. as a Captain in 1940, and on reaching the Middle East was Company Commander in the 2/3rd Machine Gun Battalion. Serving throughout the Syrian Campaign, he became a Major in 1941, and did a course at the British Staff College, Haifa, whilst his unit was shipped to Java where the majority of his Battalion was taken prisoner.

From July 1942, until the end of 1943, he was Commanding Officer of the 1st Australian Junior Staff School. His promotion to Lt-Col. came on his appointment to the command of his original unit, the 2/3rd Machine Gun Battalion, in which capacity his high standard of service won him his decoration in the drive against the Japanese in New Guinea.

Major E. A. Daly, who had 20 years' commissioned service first in the 58th Infantry Militia and later in the A.I.F., entered the war in 1940 as a Captain in the 2/2nd Pioneer Battalion. He also fought in Syria and Java, being captured in the latter island by the Japanese three weeks after landing. As a prisoner it was his never-to-be-forgotten experience to toil on the railway constructed from Moulmein in Burma to Bangkok in Siam. Major Daly is now on the staff of the Auditor of Revenue (Accountancy Branch).

Major Ballard, who is still in the Intelligence Section of the Army Headquarters, was formerly an officer in the Victorian Government Tourist Bureau. He enlisted in 1940, and saw active service in the Middle East with the 7th Division, and with Corps Troops, A.I.F. He had a front seat watching the swift sweep of events from Greece to Crete and then to Syria. After securing his commission in Cairo, he returned to Australia, being posted to Darwin for some time. His subsequent official history is coloured with his experiences as Liaison Officer with General Macarthur's Advance Headquarters in British and Dutch New Guinea, and in the Philippines. Later, he held the same important post at Lord Louis Mountbatten's Headquarters in South-east Asia.

Major G. E. Hindle, who has returned to the Victorian Government Tourist Bureau, enlisted in the Permanent Military Forces in 1940, and was attached to the 6th Battalion (Militia). Later he was a Major in the Australian Movement Control Groups in Melbourne, North Queensland, and Morotai, the Australian Base for the attack on Borneo. His fine concentrated work in the handling of nearly 450,000 tons of equipment for this campaign was probably responsible for the distinction which he has received.

Captain D. H. Falconer, who is in the Passenger Division (Auditor of Revenue), saw active service in

the 3rd Division Artillery (Signal Section) in the First World War and before the Second World War broke out held a commission in the Militia as a Signals Officer. During the second conflict, he rejoined the A.I.F. and served in Queensland and New Guinea, where he was promoted to the rank of Captain, receiving a staff appointment.

Sergeant K. Batterham, also in the Passenger Division (Auditor of Revenue), enlisted in 1940 and was attached to the 2/12th Field Regiment. His war career covers Palestine, Egypt, Tobruk (four months), Alamein and the Lae and Finschafen campaign in New Guinea.

Death Of Mr. E. Cameron

VICTIM of a recent road accident, Mr. Ernest Cameron (Principal Timekeeper, Newport Workshops) was so badly injured that he never recovered. He was aged 58. His passing was greatly mourned by people in all parts of the Commonwealth, for he was widely known and respected both in railway and sporting circles. A brother, Mr. A. A. Cameron, is Assistant Comptroller of Accounts.

Then a Lieutenant in the first A.I.F., Mr. Cameron was, at the end of the war, appointed Manager of the famous A.I.F. cricket team. It toured England, Scotland and South Africa and, on reaching Australia, played against the various state sides. Mr. Cameron took a leading administrative part in welding such "stars" as H. L. Collins, J. M. Gregory, J. M. Taylor, C. E. Pellew, W. A. Oldfield and the late Carl Willis into a formidable cricketing force. From that team came the nucleus of successful Australian Test sides during the next decade.

Before the war, Mr. Cameron played cricket with North Melbourne, and also figured in interstate railway matches between Victoria and New South Wales.

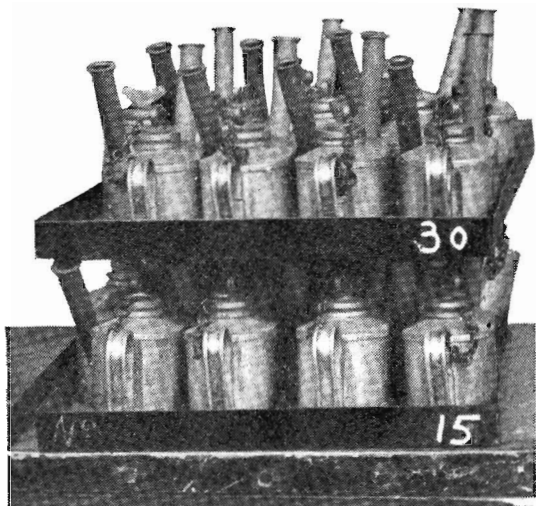
To Victorian football followers, Mr. Cameron was known as one of the most brilliant rovers in the game's long history. He played with Essendon between 1905-1912, being a member of that peerless ruck: Busbridge, Belcher and Cameron. He gained interstate honours on several occasions. He maintained his deep interest in the game, being Chairman first and then, to the time of his death, a Member of the Umpires' Board. He was a life member of the Essendon Football Club.

Mr. Cameron's railway service was notable for his attention to general staff administrative matters. He began as a Junior Clerk in the Rolling Stock Branch in 1905, and was appointed Principal Timekeeper at the Newport Workshops in 1939.

BEHIND THE RAILWAY SCENE :

IN THE QUARTERMASTER'S STORE

VICTORIAN Railway Storehouses have three "parents." Two of the parents (the Newport Workshops Storehouse and the Spotswood Workshops Storehouse) supply the specialized items used mainly by the Rolling Stock and Way and Works Branches. The third parent is the Spotswood General Storehouse, and its task is to provide items in general use by workshops, depots, stations and offices throughout Victoria. It even supplies general items to the other two parents. There are 14,000 different kinds of items on the shelves at the Spotswood General Storehouse. They are worth £130,000, and most of them are turned over about three times a year.



A close-up of the tray system

You can have a broom—or a guard's flag, bottle of ink, station bell, shovel, knapsack spray, bicycle tire, axe handle, ball of twine, one-fire stove, coil of barbed wire, bath, packet of matches, or cake of soap.

Will it be any trouble to find? Not in the least! Spotswood works on the open storage system, with as many items as possible laid out for view in their own trays on shelves. No item is hidden behind any item of another type, and the highest shelf is low enough for any man to reach without a step-ladder. This tray storage system in standard material racks was introduced by the Department in 1922, and it is still as modern as the minute after midnight. It replaced the "grocer shop" idea of keeping stores on shelves built against the walls. Where the nature of the goods prevents trays being used, special methods of parcelling, piling and stacking have been adopted. Shovels, for example, are stacked in special stands, not dumped in some out-of-the-way spot.

Every inch of the Storehouse building (which is 120 yards long and 55 yards wide) is light and airy, for the saw-tooth roof is nearly all glass. There are no dim and murky corners where stores can get lost. The Storemen take a pride in the cleanliness of their establishment, and you could eat a meal off any of the trays and shelves. With its woodwork painted white, the interior of the store is always a picture of how a modern storehouse should look.

The Storehouse is divided into sections, under the control of Senior Storemen, whose duty it is to know what materials they have, where everything is, the quantity on hand, and to ensure that sufficient stock is always on the shelves to cover requisitions.

Stocktaking holds no terrors. On every tray a chalked number tells how much of the commodity is on hand. As items are taken out to fill orders, or incoming materials are trayed, the chalked number on

the top tray is altered. A stocktaking of the 14,000 different types of items can be made in a day.

The system used at Spotswood is in operation at every railway storehouse throughout Victoria. Racks, trays and bins are of standard sizes and pattern. One of the main advantages of the scheme is that a Storeman can be transferred to any storehouse anywhere in the State, and within a few minutes have everything at his finger-tips.

About 40 Storemen are employed at Spotswood, some of them assigned to the various sections, others on packing. When a requisition is received, the goods are made up in the sections and collected by an electric trolley which makes a regular circuit and takes the goods to the packing area. Here the items for the various localities are collected, parcelled, and dispatched by road vehicles for metropolitan depots, by parcels coach to the suburbs and by goods train to country areas. Many items (like bolts, nuts and screws), are often required in large quantities and they are issued from a special bulk section.

Stores are another form of money, and the same care given to cash is given to goods. There is no room for haphazard methods. In the 1945/46 year, total issues made throughout Victoria by the Stores Branch came to about £4 million. Quartermastering the State's largest business is, itself, a big business.

New Seymour Marshalling Yards

ONE of the most important railway post-war undertakings—new marshalling yards for up traffic adjacent and to the north of Seymour—is now under construction. This big job (which will be completed in 18 months or two years, provided a continuous flow of labour and materials is maintained) will greatly facilitate the handling of goods traffic from the northern and north-eastern districts, and reduce the standing time for goods trains at Seymour—a frequent transportation headache during and since the recent war.

Furthermore, the diversion of livestock traffic from Echuca and stations beyond, caused by the congestion at Seymour and estimated in a normal season to involve 8,000 extra goods train miles per annum, will also be eliminated.

The marshalling yards will extend over a mile on the east side of the main line and will comprise three arrival tracks, totalling 6,000 feet in length, eight lines of marshalling and classification sidings totalling 7,200 feet, and four departure tracks, 8,000 feet.

The total accommodation in either the arrival or departure sidings will be 236 trucks, and in the marshalling yards 177 trucks.

The arrival sidings will connect with the main line about 4½ miles on the "up" side of Mangalore, and the tracks throughout will be so graded that shunting will be carried out by gravitation.

The yards will be equipped with modern lighting, telephone communication and loud speaker apparatus, and will involve the excavation of 120,000 cubic yards of earth works and the construction of approximately 4½ miles of tracks.

V.R. Engineer for Brisbane Suburban Rail Electrification Inquiry

THE possibility of the Queensland Railways electrifying the Brisbane suburban system is of considerable interest to Victorian railwaymen because Mr. C. G. H. McDonald, Asst. Chief Electrical Engineer in this Department, has been chosen as Chairman of a committee of three to undertake a preliminary inquiry into the cost and changes involved in converting the extensive Brisbane suburban service from steam to electricity.

Mr. McDonald, who will be associated with Mr. John Moffatt, Electric R.S. Superintendent of the N.S.W. Railways, and Mr. H. Egeberg, Chief Engineer of the State Electricity Commission of Queensland, will commence his inquiry soon after Easter. He anticipates that the task of collating the necessary information may occupy several months.

In the terms of the inquiry, the Committee has to investigate among other things, estimates of earnings and operating costs, advantages to be derived, types and quantities of plant, rolling stock, etc., required, extent to which existing rolling stock could be utilized and stages under which the work could be undertaken. Obviously a formidable job.



Mr. McDonald

Incidentally, the Committee chosen includes another ex-V.R. electrical engineer in Mr. Moffatt, who left this service in 1923 for the Sydney electrification.

Mr. McDonald has had wide international experience as an electrical engineer. A native of Laura, South Australia, he secured the degree of Bachelor of Engineering at the Adelaide University at the age of 21.

He then joined the General Electric Co. (Schenectady, New York) in 1914, and worked as Superintendent of Test in the railway works of the company at Erie, Pennsylvania. During his service there 42 300-ton geared locomotives and five gearless passenger locomotives

were constructed for the Chicago, Milwaukee and St. Paul Railroad Co., together with locomotives for other American railroads.

Later Mr. McDonald spent about three years as the General Electric Company's representative following up operating and maintenance problems. While there, he met a number of Commissions of Inquiry from various European countries—including Spain—and as a result the Spaniards asked that he should be sent over to become engineer in control of railway electrification in North-west Spain. Here he discovered that the presumed fondness for siestas and fiestas among southern Europeans was not exhibited when work was to be done, and he still recalls with pleasure the industry and co-operative spirit of the men with whom he was associated.

Mr. McDonald joined the Electrical Engineering Branch as Assistant Chief Engineer in 1924, and has given fine service ever since. During the recent war, he was entrusted with a number of varied and important tasks, such as the repair of a "Mauretania" turbine and of key machinery for the R.A.N., the production of looms for aeroplanes, electrical meters and moving targets for the Armoured Division and the R.A.A.F.

RECORD TONNAGE OF BULK WHEAT HANDLED BY RAIL

BETWEEN December 1, 1946, and March 31, 1947, the Victorian Railways carried about 21 million bushels of wheat, 90% of it in bulk. The bulk-handling system now works with clock-like precision. Since it was introduced (at Lascelles on November 30, 1939) over 96 million bushels, equal to about 2½ million tons of wheat, have been transported by rail in bulk. In the first four months of the present season the Department carried more than 27,000 bulk truck loads, representing nearly 19 million bushels.

Bulk handling has very definite advantages for the farmer, the saving in corn-sacks alone being considerable. This year, had it not been for the bulk system, the shortage of sacks might well have meant ruin for many farmers.

It also enables railway trucks to be loaded at an overall rate of from three to four per hour, whilst unloading takes about 10 minutes per truck. This quick handling has its advantages in so far as truck supplies are concerned.

An important development of bulk handling has been the greater use of road motor vehicles as feeders to the country elevators. Many farmers have converted their vehicles to hold wheat in bulk, saving the double process of bagging and unbagging.

Altogether there are 147 grain elevators in commission throughout the State, nine of them being attached to flour mills. Their total capacity is more

than 16½ million bushels. In addition, there are storages at Marmalake for 11 million bushels, and at Dunolly for 10 million bushels. There is permanent storage at Geelong for 4½ million bushels, and emergency storage for a further 1½ million. Thirty-two bulkheads holding about 3 million bushels were also used this year as a temporary expedient in places where the yield was far in excess of the local silo capacity.

Rail handling of the crop this year broke all records since bulk handling was established. During one week 3,318 bulk truckloads of wheat (equal to 2½ million bushels) were hauled, in addition to over 300 trucks of bagged wheat. During 1942/43, 22 million bushels were carried in bulk during the 12 months, but in four months of the present season nearly 19 million bushels have already been carried and the previous record should be well eclipsed before the financial year ends.

IMPRESSIVE RECORD OF V.R.I. CHORAL SOCIETY



IT is 12 years since the V.R.I. Choral Society was formed. The Society's record is impressive.

Two public concerts have been given every year in the Assembly Hall. The Society has been heard over the air from the A.B.C. and commercial stations. One year, four radio performances were given. The choir has deputized for the A.B.C. "Village Choir" and, in the A.B.C. feature "Leading Choirs of Australia," it was the first combination to be heard.

Combining with other choirs, the railway singers have supported Richard Crooks and Gladys Moncrieff. One of their biggest tasks was the appearance in the elaborate "Hiawatha" presentation some years ago. On the concert platform, over the radio, in churches and in choral festivals, the Society has earned a proud reputation.

Social life of the Society is attractive, with outings to beaches, trips to the country, picnics, picture nights and theatre parties. Members attend all Gilbert & Sullivan presentations, and light and comic operas. The most recent outing was to "Gay Rosalinda."

Rehearsals are held every Monday evening at 8 o'clock in the Unitarian Church Hall, Cathedral Place (opposite St. Patrick's Cathedral). The evening is keenly anticipated by all singers. Their conductor, Dr. Ehrenfeld, is a master of both musical and choral works and can extract unthought-of beauty from the combination of every-day people with average voices.

The Society is planning big things at present, both chorally and socially, and it is looking for new members. Young men and young women, especially, are sought. Any member of the V.R.I. or his dependants can join. This is a good opportunity to take up an interesting hobby and to meet a lot of fine people. Intending members should go along to the Unitarian Church Hall any rehearsal night and ask for the Secretary, Mr. Southey. Or they can write to him at 97 Grange Road, Alphington.

Both singers and subscribers are needed. A subscriber's fee is 10/6 per annum, and it covers the allotment of two booked seats for each of the Society's two annual concerts.

AIR FORCE RE-UNION

ALL railway ex-members 1914-18 Flying Services will be warmly welcome at the Anzac Eve Reunion and Annual General Meeting of the Australian Flying Corps Branch, A.F.A., at "Djin Djin" Cafe, under Altson's Corner, at 8 p.m. on April 24.

Don't miss this. It will be tremendous.

Death Of First-Aid Champion

BOTH from a civic and a railway viewpoint, Benalla lost one of its most highly-respected and public-spirited citizens when, following an operation, Mr. John G. Gleeson (Train Examiner) died last month. He was 41 years of age, joined the Department in 1921 and had been at Benalla for the past 18 years. Regret at his untimely death spread throughout the district and beyond to many parts of the State.

Mr. Gleeson was one of the Department's leading first-aid men. It was largely due to his skill and enthusiasm that the Benalla Corps had become such a striking force in competitions. Besides holding the V.R. Ambulance Gold Life Membership medal, he had represented Victoria at two Interstate Railway Ambulance Competitions. He was also an instructor to a number of local organizations. During the recent war he directed first-aid work for the Benalla Red Cross Society.

SPOTSWOOD WORKSHOPS CRICKET PREMIERS

JUST as we went to press, the final cricket match for the Commissioners' Cup was won by the Spotswood Workshops. It was a splendid performance and, while heartily congratulating members of that side, the fight put up by their opponents (North Melbourne Loco.) must be commended. Outstanding in the game was the feat of Bert Saxon, opening bowler for Spotswood Workshops. He obtained the first four wickets (including the hat-trick) for one run!

Scores: SPOTSWOOD—77 and 2/59. (D. Baker, 34; W. Fairfull, 13; C. McCann, 5/25; P. Smith, 2/22). LOCO.—74 and 5/74. (G. Young 40; A. Saxon, 7 40; L. Duggan, 1/8).

Rail Head Office Romance

MISS Audrey Simmonds (Typiste, Rolling Stock Branch, Head Office) left the service towards the end of February to be married, but her interest in railway affairs will be fully maintained for she became the wife of Mr. Keith Newton (Clerk, Secretary's Branch). Congratulations and best wishes for the happy couple were mingled with many gifts, including a dinner set and a crystal jug and goblets from railway friends. Mr. Newton, whose father is on the V.R.I. staff at Flinders Street, was in the 172nd Light Anti-aircraft Battery of the A.I.F. between 1941-45, and served in Western Australia and New Guinea, finishing with the rank of Warrant Officer.

Railway Families: THE DONALDS

THE railway link of the Donalds dates back to 1877, when Mr. James Donald joined the Hobson's Bay Railway Company. After the company had been taken over by the Government he became a Fireman and then Driver. He was well known on the Port Melbourne, St. Kilda, Essendon, and Brighton lines, and was stationed at Brighton until his death in 1901 at the early age of 38.

He left two sons to carry on the railway tradition, and both are still in the service: Mr. Ken Donald is a Clerk in the Transportation Branch, and Mr. Neil ("Sandy") Donald, a Leading Hand Moulder at Newport Workshops.

Ken Donald entered the Department in 1906, and was stationed at North Melbourne before being transferred to the Relieving staff. In 1910 he joined "Room 1" and in his 37 years in that office has risen from the most junior Junior Clerk to Officer-in-Charge. Incidentally, he is a Licensed Shorthand Writer. There



Mr. J. Donald

Mr. N. Donald

Mr. K. Donald

was a break of 3½ years in his railway service when he enlisted with the First A.I.F. He was a sergeant in the 1st Aust. Light Railway Operating Company, and was one of the railwaymen aboard the ill-fated "Ballarat" when she was torpedoed 75 miles from Land's End, in the English Channel, in 1917.

Always interested in sport, Ken was Assistant Secretary of the Victorian Football Association for 21 years. For 29 years he was president of the North Suburban Cricket Association, and has been a member of the M.C.C. since 1912.

His brother, Neil, came into the service in 1907. A year later he was appointed Apprentice Moulder, rising ultimately to Leading Hand. He has been associated with all the large casting jobs turned out at Newport Workshops for many years past. He is a keen gardener, and there is stern competition between him and brother Ken for producing the best dahlias and chrysanthemums each year.

NEARLY 50 YEARS AT GEELONG

SIX months as a Lad Porter at South Geelong as from November 12, 1897, then a move of a mile or so to the Geelong Yard, where he remained for 48 years, of which 28 were spent as an industrious and efficient Yard Foreman: that, in brief outline, is the railway career of the popular Mr. H. B. Hayward who, to the great regret of an army of railwaymen, retired from the service on March 19.

It is superfluous to say that the veteran knew "his Yard." And it will not be taking undue liberties if we identify him as "Skeeter," by which name he was more familiarly and affectionately known.

In his young days, he was a successful foot-runner due, to some extent, to the stamina he gained from rambling over the Geelong Yard as a Number Taker and Shunter. Now, there is the more placid, nerve-soothing recreation of gardening, in which Mr. Hayward exhibits an expert's flair for producing a wide and colourful array of dahlias that are the envy and admiration of passers-by.

Overseas Visitors Praise Tour Planning

GIVEN the responsibility of arranging local sight-seeing tours, also air bookings back from Melbourne to many parts of the world, for delegates to the important conference of P.I.C.A.O. (Provisional International Civil Aviation Organization) held in Melbourne recently, the Victorian Government Tourist Bureau staff rose to the occasion splendidly. They received the high commendation of the Conference delegates and organizers.

Success crowned the three all-day road tours (to the Dandenongs, Marysville and Acheron Way, and Lorne) that were planned and conducted. "It was a grand piece of tour organizing" remarked one enthusiastic visitor. Between 100 and 140 delegates from 12 Countries, including the United Kingdom, Canada, U.S.A., Portugal and France, were thus given glimpses of some typical and much-appreciated pictures of the Australian rural scene.

At the Conference Headquarters, the Victorian Government Tourist Bureau was represented at the Information Centre. Here, besides providing delegates with travel and general information to facilitate their movements in Melbourne, a member of the Bureau staff was allotted the complicated task of arranging the return air travel of delegates. For this duty, it was necessary to have more than average knowledge of world air services, also of passport, visa, medical and currency matters connected with travel over foreign lands. In this work, Miss Olive Norman was conspicuously successful.

MR. A. E. HYLAND'S NEW POST

Congratulations to Mr. Arthur E. Hyland, a former Chairman of the Betterment and Publicity Board, who has been appointed to the Department of Commerce and Agriculture, to develop and carry out plans for expanding Australia's export trade.

Possessing outstanding ability, especially in publicity and organizing work, Mr. Hyland was lent to the Commonwealth Government in 1926 to take up the newly-created position of Director of Australian Trade Publicity in the United Kingdom. Marked success followed his work in that field.

On the outbreak of war in 1939, Mr. Hyland became the representative of the Australian Department of Aircraft Production in London, carrying out important liaison duties of great value to the production of Beaufort aircraft in Australia. More recently he was attached to the Department of Civil Aviation.

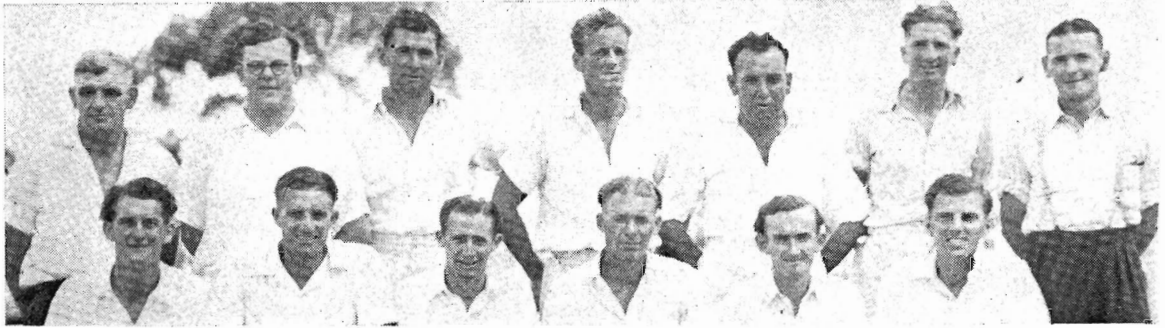
Two Architects Leave

TO occupy the newly-created position of Head of the Department of Architecture at the Melbourne Technical College, Mr. R. Cousland (Assistant Architect) recently resigned from the Department. Also, to concentrate largely on community planning work, Mr. G. A. Nichols (Assistant Architect) has accepted an appointment with the State Electricity Commission.

Mr. Cousland, who joined the service as a Pupil Architect in 1926, is a Bachelor of Architecture at the Melbourne University, and an Associate of the Royal Australian Institute of Architects.

A Lad Labourer in 1929, then an Apprentice Carpenter, Carpenter and Draftsman, Mr. Nichols became an Assistant Architect in 1943. He holds the Diploma of Architecture. In 1943 he won the "Grice" bronze medal awarded for the highest marks at the Melbourne Architectural School.

GEELONG VICTORS AT COUNTRY CRICKET WEEK



HERE are the winners—Geelong—in the V.R.I. Country Cricket Week held at the Royal Park Sports Oval towards the end of February. From left to right: Front row—H. Kellett, W. Bruton, C. Hovey (Captain), M. Taylor, S. Arnel, T. Troughton. Back row—C. Tozer (Manager), S. Delahunty, I. Fogarty, O. Stringer, W. Bravo, R. Daley, E. Kenny (Scorer).

Revived after a lapse of six years, the fixture proved an outstanding success. Four teams—Geelong, Bendigo, Seymour and Ballarat—competed, and the Geelong team won each of the matches in which they played. Points scored were: Geelong 9; Bendigo 7; Seymour 5; and Ballarat 3.

In a week in which many players registered fine performances, the best all-round effort was put up by Charlie Hovey, captain of the Geelong side. In one game, he scored 127 (the highest individual score of the week), and finished with an aggregate of 186—average 62. He also bowled exceptionally well, taking 17 wickets for 230 runs, at an average of 13.9. In two matches he took a total of 14 wickets.

Victorian Railways Institute officials are to be commended upon the great success of the fixture. The whole of the details were in the experienced hands of Mr. Roy Kydd, Sports Secretary.

Gardener and Bell-Ringer

IT has been said that, for tone and quality, the pealing of the bells at St. Paul's Cathedral, Melbourne, is unsurpassed in the Southern Hemisphere. Contributing to that reputation is a Victorian Railwayman: Mr. William Ford, who is a Gardener at the Flemington Bridge Nursery.

Born in Devonshire 46 years ago, he was from an early age an ardent bell-ringer at a tiny village church and "how we all loved those bells. One of the great things my people in England missed during the war was the sound of the bells. They were to ring only in the calamitous event of invasion by the Nazis."

For 16 of the 19 years since leaving England for Australia, he was in country districts. Returning to the city, he once again heard the bells of St. Paul's. He used to look up and long to be one of the bell-ringers. The urge grew stronger and eventually he applied. To his great joy, he was chosen, and he has been at St. Paul's every Sunday for the past three years.

Of the eight bells at St. Paul's, the lightest is five cwt. Mr. Ford has charge of the heaviest—the tenor—which weighs 31½ cwt., but he does not find it overtaxing his strength. "I would like to think," he said earnestly, "that more young Australians were inspired to take part in church bell-ringing, for it adds so impressively to the life of a great city on Sundays."

Versatile V.R.I. Official

RECENTLY installed as President of the Hamilton Sub-centre of the V.R.I., Mr. J. T. Harding (Train Examiner) has, at 41 years of age, figured in a variety of sporting and entertainment roles. He was light heavy-weight wrestling champion of Victoria: a strong and skilful product of the V.R.I. Gymnasium tutored by the well-known Billy Meeske who, by the way, is still wrestling in Sydney.



Mr. Harding has wrestled and boxed in most of the Australian States, and is proud that he has no "cauliflower" ears or any scars to remind him of vicious headlocks, fore-arm jolts and upper-cuts. As he says: "I never liked hitting my opponent's fist with my chin!" Nowadays, he is captain of the Hamilton V.R.I. Indoor Bowls Team, an amateur actor, a singer (the tenor with the "bloodshed voice," his best friends say), a comedian and a burlesque wrestler.

Those who have seen Mr. Harding's "wrestling" act cannot recall it without a roar of laughter. Suitably "clothed," he always insists on wearing a hat during this hilarious turn.

He began his railway career as a relieving Caretaker in 1920, and before transfer to Hamilton, had been stationed as a Porter and a Number Taker at Hampton and Maryborough respectively. Now also prominent in local trades union and political circles, he was, before going to Hamilton, a committeeman of the Seymour V.R.I. for three years.

TELLING U.S. ABOUT AUSTRALIA

WELL-EQUIPPED for the task, Mrs. Leonore Drexler, who, up to the outbreak of the war, was for a number of years Travel Hostess at the Victorian Government Tourist Bureau, left last month for the United States of America where she will carry out a lecturing tour. Travelling under the auspices of the Department of Information, she will be mainly concerned with stimulating tourist travel to Australia.

As Travel Hostess, Mrs. Drexler's primary duty was to cater for the needs of overseas and interstate visitors to Victoria. Besides a wide knowledge of travel details, she possesses first-hand information about many parts of Australia.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Launrens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners.

CONSEQUENCES OF FULL EMPLOYMENT

(Abstract, in "The Railway Gazette" (England), of a paper by Mr. M. A. Cameron, Assistant Passenger Manager, Southern Area, London and North-Eastern Railway, to the Railway Students' Association on January 14, 1947.)

Most economists agree to-day that the chief essential for maintaining full employment is to make sure that enough money is always being spent to buy the products of industry as they reach the market. A Government that understands what it is doing can ensure this by pumping more money into circulation whenever unemployment threatens to increase.

There are several methods of doing that. One method, which has the advantage of being neutral in the sense that it leaves everyone free to choose what he buys, and does not assume, as a public works policy must, that everyone wants more roads or public libraries, would be to reduce taxation by deliberately unbalancing the budget and creating new money to fill the gap. That, of course, is only when unemployment is increasing, and it is a remedy that needs to be used with care, and with willingness to apply the opposite remedy of increased taxation if there is too much money about and inflation begins to threaten. There is no technical difficulty.

Danger of Inflation

But although there is no technical difficulty, there is, and always will be, in any community that is not planned from top to bottom, a continual and inescapable danger of inflation. In other words, maintaining full employment in a country like ours means walking along the edge, not of a precipice, but of a gradually steepening slope down. Step over the edge, and you are on this slippery slope of inflation, where each step downwards makes it twice as hard to climb back.

The reason is simple enough. Full employment means having rather more jobs than people to fill them. Employers are tempted to offer more than current rates in order to fill vacant posts, and trade unions are tempted to take advantage of the market for labour to demand higher wages. Higher wages unaccompanied by greater production per man-hour mean higher costs. There is plenty to spend, and there has to be to maintain full employment, and employers with higher costs can, and probably do, raise prices. Higher prices, in turn, form the basis of fresh demands for higher wages, which again cause yet higher prices.

This can be prevented by discipline. In the past, unemployment itself has provided effective, but drastic discipline. Trade unions knew that to push wages too high would only result in their members being out of work, and employers knew that to push prices too high would only result in failure to sell their products. Strict state control offers an alternative kind of discipline not likely to be widely acceptable here.

The only kind of discipline is self-discipline, based on understanding that money is only worth what you can buy with it; that, given full employment, the only way of achieving better living standards for all, as distinct from improving it for well-placed groups who might better their standard at the expense of others, is to produce more per man-hour; and that restrictive practices, reasonable enough when there were millions out of work, are now nothing less than sabotage.

We depend on foreign trade, where we now sell in order to buy, and although selling is easy just now, it is likely to become less so. An American slump, if one should come, would hit some export trades hard. Yet, if we can increase flexibility so that men and women can move easily and without personal hardship from one kind of employment to another, and if we can at the same time sharpen efficiency and improve quality and design, we have little to fear.

Position of the Railways

If we look back at the years between the wars, and graph railway traffic figures against employment, we find a fairly close correlation. Serious unemployment means less spending power, less ability to buy all sorts of things, including railway services.

Full employment will certainly maintain maximum spending power and, broadly speaking, when people have money to spend, they spend it. Full employment, therefore, means that traffic of all kinds will flow readily and in quantity, passenger traffic because most people like to travel when they can afford it, and goods and mineral traffic because the industrial machine will be running at full pressure.

(Contd. on back)

Consequences Of Full Employment (*Contd.*)

Traffic will only flow freely if charges are right, having regard to the service offered, and comparative service and charges by other means of transport. Because so large a proportion of their costs are fixed, railways are powerfully subject to the law of increasing returns, and the net additional cost of extra traffic conveyed on booked services which are already scheduled to run is often negligible.

Broadly speaking, average cost comes down as traffic goes up, as witness the wartime earnings of the railways, which poured net revenue into the Treasury to the tune of £62 million in 1943. Full employment therefore, will help the railways to keep their charges lower than they could hope to do if spending power were curtailed by unemployment, and by keeping charges as low as possible, the railways will be contributing not a little towards the highest standard of living that is the real objective behind full employment.

But charges are ultimately governed by costs, and wages form a substantial proportion of costs. Wages on the railways are already about 70% over pre-war, and, even so, have hardly kept pace with wages in many other industries. Moreover, full employment will inevitably modify one non-financial attraction which has distinguished railway jobs in the past. A high proportion of those jobs were permanent, and those in them were exempted from having to pay unemployment insurance. There are to be no exemptions under the new Social Security Act, and, in any event, full employment means that those who leave one job will not find it anything like as difficult as they did between the wars to get another.

Wage Problem Difficult

If everyone gets higher wages, prices are almost certain to rise at least enough to prevent the higher wages from buying more, and nobody is better off. The wage problem is obviously going to be difficult, and there is much to be said for the points scheme which has been suggested in several quarters, whereby

wage rates in different occupations could be readily and fairly compared, for in wage rates relativity is at least as important as is the absolute amount paid.

Railway expenditure on renewals of track and equipment adds up to many millions of pounds. In the past, this has varied from year to year, and has not always been greatest when prices were lowest, because those were the lean years. Such a step was perfectly natural, but when indulged in on a large scale, contributed not a little to making bad times worse and good times short, for the money put aside was held out of circulation at a time when greater circulation was urgently needed, and when spent in the upswing of the trade cycle was added to a circulation already expanding quite fast enough.

Expenditure on renewals at a constant rate per annum will help to steady demand in those capital goods industries whose ups and downs have heralded nearly every boom and slump, and continuously high traffic receipts will provide the wherewithal to plan renewals on a generous scale, taking account, not only of depreciation, but also of obsolescence.

We come at last to the most important head of all, efficiency, on which is going to depend the success of any full employment policy. For full employment is not an end in itself. We seek not only better standards of living, but also a fuller life, which means more leisure when we can have it without losing the amenities which we have learnt to value.

When people understand what full employment means, they will not find it so hard to see that restrictive practices, reasonable enough when jobs were scarce, now become a public nuisance. But wholehearted staff co-operation requires more than that kind of understanding. It requires imaginative and patient management which will strive continually to keep all staff fully in the picture. For educated men and women do not readily give of their best unless they understand fully what they are doing and why they are doing it.

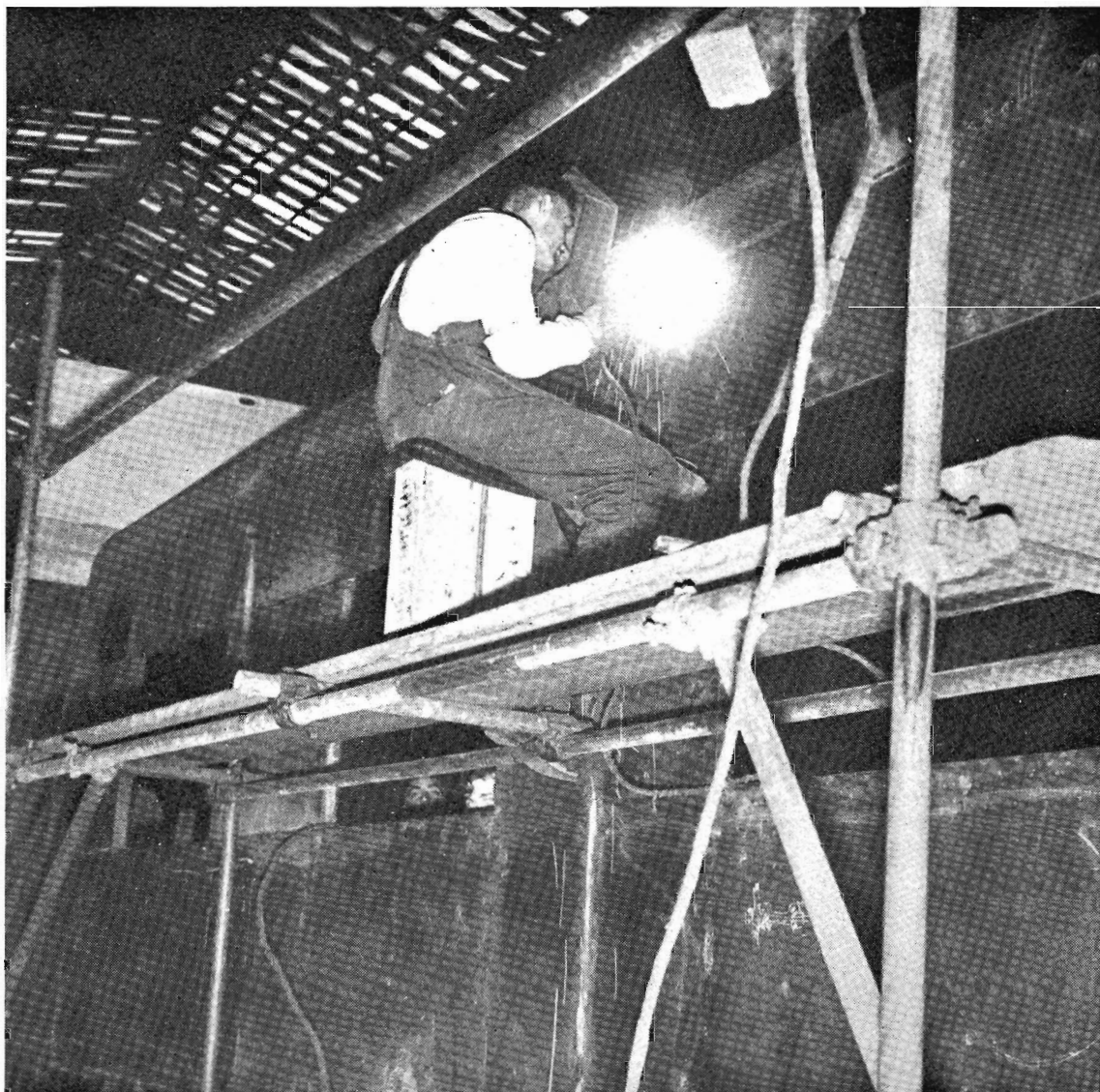


The Victorian Railways NEWS LETTER

MAY 1947

Issue No. 200

Higher Travelling Comfort Standard Soon For Country Passengers



As this photograph shows, work is proceeding on the construction of new steel country passenger carriages of "Spirit of Progress" type. Six carriages are in hand at present, and the first has now gone to the Car Shop, Newport Workshops, for installation of interior fittings. Preparations have been made for the building of a further 14 cars. All carriages are being constructed of Corten steel, with unbreakable glass double-paned windows, special rubber cushions in the four-wheeled bogies, friction draft gear and automatic couplings to remove vibration.

In the Days of Unsafe Working:

The Clayton Tunnel Disaster

SUNDAY, August 25, 1861, dawned brilliantly sunny. It was a perfect English August day and officials of the London and Brighton Railway prepared to handle huge holiday crowds. Between 8 and 8.30 a.m., three trains were scheduled to leave Brighton for London: a special excursion, which had come from Portsmouth, a regular Sunday excursion, and a regular parliamentary train.

There was a carefree gaiety about the holidaymakers lining the Brighton platform. None knew it then, but sudden, violent death lay ahead.

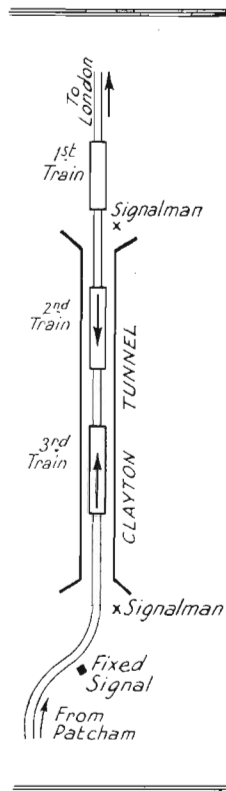
The special excursion, due to leave at 8.5 a.m., departed 23 minutes late. It crossed the chalky downs, passed through the Patcham Tunnel and, 2½ miles further on, came to the Clayton Tunnel, which was over 1½ miles long. The line between the Patcham and Clayton Tunnels was so crooked and obscured that the company had adopted extraordinary precautions against accident. At each end of the Clayton Tunnel a signalman was stationed with a telegraphic apparatus, a clock and a telegraph bell. The rule was absolute that, when any train entered the tunnel, the signalman at the point of entry was to signal "train in," and no other train could follow until the return signal of "train out" came from the other side. In addition, a signal was placed about 400 yards from the entrance and a passing train automatically set it at "danger"; the signalman returned it to the "safe" position after receiving "train out."

When the special excursion arrived, it passed into the tunnel and was soon lost to sight. Meanwhile, the regular excursion had left Brighton. Owing to the late departure of the special excursion, the scheduled time-interval of 10 minutes had been reduced to three minutes. All should have been well, however, with this second train held at the Clayton Tunnel entrance. Instead Fate played a trick.

Signalman's Dilemma

For some reason never discovered, the passing of the first train failed to set the signal at "danger." Along came the regular excursion, passed the signal and proceeded towards the tunnel. The signalman was perplexed. This had never happened before. He had signalled "train in," but had not received "train out"—and yet here was another train entering the tunnel. Suddenly realization came to him. Frantically waving his red flag, he raced towards the line. Too late: the train passed into the tunnel.

A moment later, the parliamentary train appeared on the scene. It stopped at the signal which this time had functioned properly and showed "danger."



The climax was approaching. "Train out" came through on the telegraph instrument. Immediately the signalman signalled "train in," referring to the second train. This despatch the signalman at the opposite end took to be a repetition of the first message, and he promptly sent "train out" once again. In his confusion, the signalman at the entrance forgot the time factor. Thinking this latest "train out" referred to the second train, he signalled "safe," and the third train entered the tunnel.

All would still have been well, but for one detail: the driver of the second train had seen the red flag out of the corner of his eye. As soon as possible, he pulled up, and then started to back out. As he reversed, the third train came forward. They crashed in pitch darkness, well inside the tunnel. Steam, smoke, inky blackness, stifling vapours, soot, panic, confusion, terror, agony—there was a Hell inside the Clayton Tunnel. Twenty-three died, 176 were injured.

Safer To-day

To-day the block system of signalling has replaced the primitive methods of 1861, and there could be no such tragedy here in Victoria. It was only through accidents like the Clayton Tunnel crash, however, that safe working principles were evolved to replace unsafe working with its attendant death and injury.

HONOUR FOR EX - P.O.W.

WARMEST congratulations to yet another Victorian Railwayman who has been awarded a military honour: Mentioned in Despatches for, as the citation says, "gallant and distinguished services in the field at Crete." He is Mr. L. J. Murphy (Clerk, Newport Workshops). He enlisted in Victoria in October 1939, and while in Palestine transferred to a New South Wales Battalion—the 2/1st.



Mr. Murphy

As mentioned in the August 1945 issue of the "News Letter", Sergeant Murphy was captured by the Nazis at Crete, after being in action at Bardia and Tobruk and in Greece. While on the way to Germany, he escaped dramatically at Salonika. For the next 12 months he remained at large until stricken by malaria, when he was re-taken.

Incidentally, this photograph of Mr. Murphy was taken at the Wolfsberg Stalag, Austria, in September 1942.

EVERYTHING SATISFACTORY!

A well-known railway official is fond of telling how, when waiting for a connexion at a junction station, he walked into the town and saw in progress a bigish funeral. He asked a passer-by who the deceased was, and was told that a prominent railwayman had died suddenly.

"What was the complaint?" he queried.

"Oh, no complaint" came the ready answer. "Everyone is perfectly satisfied."—"The Railway Gazette" (London).

MODERN RAIL TRENDS OVERSEAS PROBED BY TWO ROLLING STOCK BRANCH ENGINEERS

AFTER a tour of approximately 45,000 miles involving visits to England, Germany, United States and Canada, Messrs. W. O. Galletly and W. H. Chapman, have returned to the Department. They are now engaged in the preparation of reports on their overseas investigations into the use of brown coal as a locomotive fuel, as well as modern trends in locomotive and rolling stock design and railway workshop practices in England and America. To save time, most of their long distance travel was done by air. They flew from Sydney to London—covering 12,000 miles in 2½ days—then from England to Germany, and finally on the homeward journey from Canada to Australia. They crossed from Southampton to New York on the “Queen Elizabeth” and were greatly impressed by her magnificence and speed.



Messrs. Chapman and Galletly (centre) with Erie Railroad officials: Col. L. S. Kurfess (Chief Shop Inspector) at left, and Brig.-Gen. P.W. Johnston (Vice-President) at extreme right.

Their enquiries in Germany principally concerned the use of pulverized brown coal as a locomotive fuel. The initial visit occupied about eight weeks, during which they covered approximately 8,000 miles. Owing to the extremely poor rail conditions due to the



intense Allied bombing of all railway objectives, they mostly travelled by road.

At a later date Mr. Galletly revisited Germany for a further period of about three weeks to complete certain aspects of the investigations.

The accompanying map shows the most important places visited by them in Germany. Their principal objectives were Gottingen, the headquarters of the German State Railways after the bombing of Berlin, the Henschel Locomotive Works at Cassel, and the Borsig Locomotive Works at Berlin.

Both Messrs. Galletly and Chapman were impressed by the fluent English spoken by most of the technical Germans whom they interviewed, and the little need

they had for an official interpreter.

When they were in the Cologne-Essen area, Mr. Chapman had appendical trouble. He was well cared for, however, in the near-by British military hospital at Wuppertal, and made a good recovery.

On his return to England, Mr. Galletly made a tour of inspection of the Southern, Great Western, and London, Midland & Scottish railway systems. He also compiled for the British Ministry a report “German Locomotive Experience with Pulverized Fuels and Lump Brown Coal,” which covered in detail the German investigations on this subject.

In North America, where they spent three months, Messrs. Galletly and Chapman made inspections of the Pennsylvania, Baltimore & Ohio, Erie, Illinois Central, Northern Pacific, Southern Pacific, Canadian Pacific, and Canadian National systems.

They were well received wherever they went and will long remember the interest, whole-hearted co-operation and courtesy of all the overseas railway officers whom they had the good fortune to contact.

Outstanding Co-operation

In England, Mr. R. C. Bond—Deputy Chief Mechanical Engineer of the London, Midland & Scottish Railway—was outstanding in this respect and supplied much useful information on modern English railway practice. In America, much help was given by Brig.-General P. W. Johnston (Vice President) and Colonel L. S. Kurfess (Chief Shop Inspector) of the Erie Railroad.

Both these Americans spent some years in Australia during the war, being associated with the Transportation and Supply Departments of the American Army. They spoke highly of the helpful service rendered by Victorian Railway officers to the U.S. Forces. An informal photograph of these American railwaymen with Messrs. Galletly and Chapman is reproduced on this page.

Perhaps the most outstanding impressions of our officers on the trip, however, were the invincible English spirit exhibited in the people’s endurance of the post-war hardships, and their appreciation of the gift parcels of food and clothing received from Australia.

“The Queen Mary Of The Iron Road”

HAVING read “The Queen Mary of the Iron Road,” one can agree with the Marquess of Donegall who, in a foreword, wrote: “. . . this is a story for boys of all ages, from seven to ninety-three.” It is the highly interesting life story of Fred C. Bishop, one of England’s most famous locomotive drivers, who took the “Coronation Scot” train to America for exhibition at the World’s Fair before the Second World War.

Bishop was 63 years old when he wrote his story; but his enthusiasm for locomotives and all railway activities was so ingrained that he was able to recapture the pride he felt when, as a boy of 14, he became an engine-cleaner. Two years later, he was a fireman on a humble yet “majestic shunting engine.” Soon he was firing on freight trains and, when aged 18, his skill brought promotion to driver, first on yard and freight engines; later on main line passenger trains.

Statesmen, jockeys, peers, movie stars . . . all had the spotlight of publicity. And so did the somewhat bewildered Fred Bishop. His meteoric rise to driver of “crack” English expresses made him head-line news, especially when chosen, from 23,000 other locomotive men, to take the “Coronation Scot” to America. What he ate, what he wore . . . what time he went to bed and got up . . . all these matters

were avidly sought by newspapermen. A round of banquets at “posh” West End restaurants; B.B.C. broadcasts; news-reel interviews; and televised broadcasts . . . they were glamorous and exciting days. Bishop enjoyed them all for “they kept the railways in the news.”

His story has this poignant note: he did not, after all, drive the “Coronation Scot” on most of its extensive tour of U.S.A. On the day before the initial run to Washington, he was stricken with pneumonia. He describes that shattering moment as one of “frustration and disappointment.” Happily, he recovered sufficiently to rejoin as driver on the final phase of the tour before the train went on exhibition at the World’s Fair.

Fred Bishop died before the publication of his book. After a stirring account of Britain’s railway achievements in wartime and a thought-provoking forecast of the future for railways, he closes his narrative on a note that symbolizes his honesty of purpose. “In addition to the strain of my normal driving duties,” he said, “there had been added the black-out, air-raids, and, more recently, the flying bombs. It was then that I made a decision which called for much thought. I decided to ask the company to take me off the footplate of the famous ‘Royal Scot’ express and let me go back to my very first driving job: on a shunting engine . . .”

Electric Train Drivers’ Social Club

BEGINNING in 1933, it presented modest gifts, such as umbrellas, to retiring electric train drivers. Since then, 150 members have received gold watches, clocks and many other valuable articles. The total disbursements, including fortnightly allocations, are in the region of £3,000. And all this mainly from a humble 6d. membership fee per fortnight. . .



Mr. Banner

These impressive facts relate to the Electric Train Drivers’ Social Club at Jolimont, with an average membership of 350. The object is to make a presentation, to the value of £8.10.0, to each member on retiring from the Department. Also to promote, through functions and dances, a friendly spirit among members.

About twice a year, the Club holds a Pleasant Sunday Afternoon. The last one on March 30 cost £120, including presentations, refreshments and artists. The retiring drivers to receive handsome gifts were: Messrs. W. Chamberlain, G. Chubb, E. Crawley, K. Frazer, A. Higgins, C. Murfett, W. Smith, A. Stone, and H. Twist.

An outstanding example of the get-together spirit, the Club is worthy of emulation in other parts of the service. It has a Constitution and Rules; accounts are audited; and office-bearers are elected each year.

Unopposed as President for the last 10 years is Mr. W. Banner, a former electric train driver, now employed in the Stores Branch. (Incidentally, he was recently made a Life Member of the Victorian Railways Institute after 10 years as a Councillor.) The Treasurer is Mr. M. Stewart. From the beginning of the Club until this year, the Secretary was Mr. K. Shaw. To the deep regret of all members, he had to resign because of ill-health. His successor is Mr. J. P. Donohue.

M.I.D. WINNER PASSES ON

MANY in the Newport Workshops who received valuable help and advice as lads from the versatile and popular Jimmy Bear, will deeply regret his death last month. “A great scout” is the universal description of this big-hearted gentleman who started at Newport as a Labourer in 1914, subsequently became a Fitter’s Assistant, and at the time of his death was a Leading Motor Trolleyman.

In Spotswood and Newport, Jimmy was widely known for his interest in education and sport. He devoted a good deal of his time to amateur cycling. He was practically the founder of the Newport Amateur Cycling Club, and he was associated with the League of Victorian Wheelmen. In South Australia, which he visited frequently for some years, he was a highly popular judge in various track and road events.

Jimmy Bear contributed his “bit” to the impressive war record of his family. He enlisted in 1916 in the 37th Battalion, A.I.F., and for his services, which concluded in 1919, he was Mentioned in Despatches. In the same war, two other brothers were decorated: Sergeant George Bear (7th Dragoon Guards, England) who won the M.M. and Croix de Guerre, and Lieut. Norman Bear, M.M., 14th Battalion, First A.I.F., in which unit he later served as Major in the Second World War in New Guinea and Australia.

In the last conflict a nephew, Lieutenant L. Bear, also of the 14th Battalion, A.I.F., received for gallant conduct both the D.C.M. and M.M.

EX-SERVICEMEN GET TOGETHER

THE first annual dinner of the Accountancy Branch Ex-Servicemen’s Association was held at the Victoria Palace last month. It gave 122 ex-servicemen of two world wars, all “civvies” in the one branch, a fine chance to get together socially. The evening was thoroughly enjoyable, rich with tales and reminiscences—some actually true.

The Association was formed last August. Its object is to give ex-servicemen members of the branch the opportunity of meeting occasionally in the war-born spirit of comradeship. Over one-fourth of the men in the Accountancy Branch belong to the organization.



RAILWAY FAMILIES

Four Generations of Harrigans

Mr. T. W. Harrigan

THE founder of the Harrigan railway clan, four generations of which have served the Department faithfully for over 70 years, was the picturesque and adventurous Thomas William Harrigan, a native of London, whose first active job was a year on the Spanish railways. That was way back in the early 1850's, for he was in Victoria in 1853 and was looking for gold and splendour at Bendigo and Ballarat. After the Eureka incident, he returned to his trade of blacksmith in Melbourne, and in 1858 was one of the team engaged on building the first railway from Melbourne to Bendigo. From 1871 to 1873, the possibility of rich, immediate profit took him to the Gaffney's Creek gold mines, but in 1874 he resumed in the railways. He was first at the Batman's Hill Locc. Sheds, transferring subsequently to the Williamstown Workshops. When they were closed in 1889, he went to the Newport Workshops. He retired in 1892 and died in 1901 at the age of 71. For over 30 years, he was an intimate friend of Peter Lalor.

His son, James Edward Harrigan, who was born in 1861, was also associated with early railway construction, in this case the line from Carlsruhe to Daylesford, completed in 1879. He worked first in the Williamstown Workshops, and later in the Newport Workshops—retiring in 1926 after 42 years' service.



Mr. J. E. Harrigan



Mr. F. M. Harrigan



Mr. K. E. Harrigan

His private life was crammed with striking interests. He was a member of the first ambulance corps at Newport and enthusiastically joined the V.R. Fire Brigade and Newport Fire Brigade. A musician of considerable taste and quality, he conducted amateur orchestras, concerts and dramatic societies for 35 years. His great work for charity earned him the high honour of Life Governorships at most of the Melbourne public hospitals. He died in 1932 and it is worth recording here that seven of his sons have been employed in the Department at various times. Several enlisted in the First Great War, one of them being killed in action.

His son, Francis M. Harrigan, pictured here, began at the Newport Workshops as a lad in 1903 and is still working there as Iron Machinist. Still in the service are his brothers, Herbert T., a Boilermaker at North Melbourne; William H., Coppersmith, and Alfred J., Car Builder, who both work at Newport; and Leo John, now engaged in the Secretary's Branch in writing the history of the Victorian Railways.

Francis's son, Kevin E. Harrigan, joined the Newport Workshops at the termination of the recent war. As a lad in 1941, he worked in the Department of Aircraft Production and later was engaged at Newport on Beaufort aircraft construction.

MEMORABLE FAREWELL TO POPULAR S.M.

ONE of the most sincere farewell functions I have ever attended" was how a leading officer described the send-off to Mr. A. T. Giles (former Stationmaster, Spencer Street). Held at the Victorian Railways Institute on April 10, it brought together over 50 senior officials, all of whom had for up to 40 years been closely associated with Mr. Giles. It was a memorable occasion for all present. Mr. J. S. O'Haire (Acting Metro. Supt.) was Chairman, assisted by Messrs. M. F. Baynes (Safe Working Officer) and T. R. Mulcahy (Traffic Inspector) as Treasurer and Secretary respectively.

Pressure of duties prevented the attendance of the three Commissioners. However, they asked Mr. M. A. Remfry (General Superintendent of Transportation) to express their great appreciation to Mr. Giles for "his consistently devoted and sterling service." Besides Mr. Remfry, who warmly thanked Mr. Giles for his work, Messrs. C. L. Waderton (Stationmaster, Spencer Street), M. F. Baynes, W. Forrest (Signal & Telegraph Engineer), G. E. Burnell (Supt. of Locomotive Running) and J. Noonan (Metro. District Rolling Stock Supt.) made speeches that met with the approval of all.

Following the presentation of a handsome tea service and a signed address of appreciation, Mr. Giles expressed his thanks to all who had "so nobly honoured" him. His work at Spencer Street had been strenuous and, at times, nerve-racking; however, he had received from Head Office the utmost co-operation. "Head Office was now," he said, "much closer to the outside staff than for many years, and I think this personal contact is all to the good of the service as a whole."

The "News Letter" joins in paying honour to a man who strove at all times to give the highest standard of loyal service—and who succeeded beyond measure.

"QUIET, MOST UNASSUMING"

NOBODY noticed his existence until a job had to be done," said a high officer in the Electrical Engineering Branch in warm complimentary reference to Mr. W. J. Anderson, who concluded 29 years of fine service in his Branch last month.

"He was the quietest, most unassuming man we have ever known," continued his admirer, "and it is a tribute to his quality that he always undertook the severest tasks—tasks testing his skill and experience to the utmost—without complaint."



Mr. Anderson

Mr. Anderson, who on his departure from the job was presented with a gold watch and heard many appreciative references to his character and ability from Mr. H. P. Colwell, Chief Electrical Engineer, and members of his staff, joined the railways as Shift Electrician at Newport, in 1918. Two years later he was appointed a Control Engineer and in 1927 became relieving Control Engineer and Substation District Engineer, which post he held until his retirement.

Before joining the railways, he was employed in the distribution section of the electrical branch of the Launceston City Council.

Mr. Anderson, who is a native of Geelong, secured his diploma in Electrical Engineering in Melbourne.

Former Champion Rifle Shot Retires

THE Man Behind the Gun" might well be the title of the life story of Mr. D. R. Davies of the Spotswood General Storehouse, who retired last month after 49 years in the Department. "Dave," as he is widely and popularly known, is a champion rifle shot with the amazing and probably unprecedented record of collecting 24 King's Badges in the 30 years of first-class competitive shooting which he has seen.



Mr. Davies

In every one of these King's Prize contests, he was never lower than 29th in an assembly ranging from 500 to 700 riflemen representing the cream of the Commonwealth. In 1929 he tied for first place at Port Adelaide, but lost in the shoot off. Next year, however, he beat all-comers for the King's Prize at Adelaide, thus confirming the reputation which

he had established in 1924 as a member of the Australian team at Bisley winning the "All-Comers" Aggregate for the highest combined score over ranges from 200 to 1000 yards.

Dave has also displayed ability as a cricketer and golfer; and in the First World War he was a Lieutenant in the 39th Battalion, A.I.F., serving from 1915 to 1918 and being wounded at Messines.

In the Department he had been closely associated with the Stores Branch, working first for a number of years in the Head Office and then transferring to Spotswood where he was Acting Storehouse Manager for various periods during the Second World War.

On the day of his retirement, a fat wallet of notes accompanied by warm, appreciative speeches from his Chief (Mr. Sergeant), supported by Mr. Stewart and other Stores Branch identities, assured him that his good work in the railways would be long remembered.

WAY & WORKS CHIEF GOES TO GENEVA CONFERENCE

MR. A. G. FLETCHER, Chief Civil Engineer, went overseas last month. He will be the inland transport employers' representative at the Second Session of the Inland Transport Industry Committee of the International Labour Organization. The meeting will be held at Geneva, commencing on May 7.

At the conclusion of the Geneva meeting, Mr. Fletcher will take the opportunity of investigating modern trends in way and works branch activities in Great Britain and on the Continent.

Mr. Fletcher has had wide railway experience, having occupied important executive positions in both the Transportation and Way and Works Branches. Thirty-four years ago he began as a Draftsman in the Way and Works Branch, and rose to District Engineer at Bendigo where he subsequently became Assistant to the District Superintendent. Later, he was promoted to District Superintendent, Geelong, following which he occupied the positions of Superintendent of Goods Train Services (since abolished) and Assistant General Superintendent of Transportation. In 1939 Mr. Fletcher became Chief Civil Engineer.

VARIED SERVICE

THE Chairman (Mr. N. C. Harris) has received from Mr. H. Glowrey, Chairman and General Manager of the Grain Elevators Board, a highly appreciative letter commending the good work of the railway staff in transporting the wheat harvest:

"Over 35½ million bushels of the total deliveries of approximately 41 million bushels to Victorian stations were received in bulk by this Board," Mr. Glowrey states. "That achievement was due to the appreciation by your Commissioners of the particular problems which confronted this Board and the wheatgrowers and to the very effective co-operation of your departmental officers and staff associated with the transport of the wheat.

"There were initial difficulties, of course, due to the changing industrial situation, and the further fact that the crop did not ripen in its usual district order, but once these difficulties were surmounted, the wheat was transported at a rate which was very satisfactory, and the Board would be pleased if you would convey to your departmental officers and staff their appreciation of the practical assistance and general co-operation extended by them to this Board's officers."

* * * *

THE following cordial note of appreciation from Mr. B. M. Basset, Grain Buyer and Machinery Merchant, etc., of Donald, speaks for itself:

"As Officer-in-Charge of the Donald Grain Elevator, I desire to express my appreciation of the excellent co-operation of the railways in handling the wheat harvest that has just been completed.

"At the approach of the harvest, in common with all concerned, I was very apprehensive as to what congestion would occur once we reached the peak period of wheat deliveries to the silo.

"However, during the last few days of the old year and the first three weeks of 1947, such was the co-operation of the railways that I was provided with 400 trucks which enabled me to clear the whole of the surplus over storage capacity and thus expeditiously handle the whole of a large wheat crop in four or five weeks with practically no inconvenience to harvesting or delivery operations.

"The total deliveries exceed 190,000 bags, and I would ask you to accept and convey to the members of your staff, and all who were concerned in transporting the surplus in excess of storage capacity, my best thanks for the courtesy and co-operation extended to me throughout the season."

* * * *

THE following highly appreciative letter for a job well done comes from Mrs. M. Mouat, 15 Albion Street, Surrey Hills:

"I wish to express my sincere thanks for the wonderful way the railways handled my daughter's precious furniture and crystal, which were packed by herself and sent from Melbourne to Renmark, S.A.

"The things arrived in absolutely perfect condition, not one thing broken or scratched, and the total cost was most reasonable. I just felt I must write and congratulate you and the staff for their splendid work."

Platypuses Taken To America

HERE is Mr. David Fleay, Curator of the Sir Colin MacKenzie Sanctuary, Healesville, who took three platypuses by sea from Australia to the New York Zoo.



He is the greatest authority on the world's most amazing animals. He is the only naturalist who has been able to rear a platypus actually born in captivity, and it is safe to say that nothing was overlooked in providing the nearest imitation of natural conditions for the precious trio.

For some months, they went through a rehearsal of their life as it would be in specially built travelling boxes on a ship's deck. These boxes had grass-lined tunnels, tanks, hutches and weather proof roofs. The diet of the platypuses at sea

was egg custard, live worms and grubs.

The many thousands who have visited the Sanctuary on day and longer tours, for which bookings can be made at the Victorian Government Tourist Bureau, will congratulate Mr. Fleay on the unique enterprise of transporting Australia's greatest oddity to another continent.

KEEP YOUR EYE ON COLIN MILNE !

HIGHSPOT of the recent exciting District Cricket Final was the performance of Colin Milne, a 23-year old Boilermaker at the Newport Workshops ; he began there as an Apprentice in 1940.

Richmond had 357 runs on the board in their first innings. But this formidable score in a tense final had no terrors for Colin, who is one of South Melbourne's opening batsmen. He went in and with a magnificent 113 largely contributed to South's score of 333. In the preceding semi-final, he was top scorer with 55 for South.

A Williamstown boy, he played for five years with the local Sub-District side. His ability and temperament brought an offer from South, and he was installed as an opening batsman. This year he appeared with the City Colts against the Country Colts, scoring 63 and 34. For two years he was Social Secretary of the Williamstown club.

Incidentally, a South team-mate of Colin's is a Victorian Railwayman : Roy Howard, an Electrical Fitter at Jolimont Workshops. He is noted for his dashing batting and skilled fielding. In winter he plays baseball, having also been a member of a Victorian side. To go back further, it is of interest to record that in 1937 he was the Western District schoolboy tennis champion.

PUBLIC SPIRITED RAILWAYMAN

OF the many Victorian Railwaymen who, apart from their official positions, are much in the public eye, mention must be made of Mr. W. M. Roper (Clerk, District Superintendent's Office, Ballarat). His passion has been, is, and will continue to be, motor car and motor cycle road and track-circuit racing.



Mr. Roper

As the Honorary Organizer of the Ballarat Harley Club over the past 10 years, he has taken a foremost part in the raising of £5,500 for local charitable institutions and war funds.

During the war, he was a member of the Ballarat Executive of the A.C.F.; also Hon. Secretary and Manager of the A.C.F. Hostel in Lydiard Street. During the war period, more than 750,000 meals and 66,000 beds were provided at the Hostel for visiting servicemen.

Among Mr. Roper's many achievements in the motor racing world was the organization of motor car road races at the R.A.A.F. Aerodrome, Ballarat, on Australia Day of this year. This meeting turned out to be the most successful sporting event in Ballarat's history, with a record attendance of 30,000.

Mr. Roper joined the Department in 1911. He was at Maryborough for 14 years, and was transferred to Ballarat in 1931. He saw service overseas with the First A.I.F.

Man Who Knew 350,000 Files

SINCE the beginning of 1926, when Mr. Ted Linden took up duty on the correspondence registers of the Secretary's Branch, over 350,000 new Secretary's files have come into existence. To know the whereabouts of every one of them, as well as of tens of thousands of earlier files, was Mr. Linden's task. Last month he retired from the Department after 47 years' service. His memories go right back to the days when Head Office boasted only two telephones to each floor of the building, and one of his first jobs in the Railways was answering 'phones and then finding the person wanted.



Mr. Linden

Before coming to the Secretary's Branch, he spent 11 years with Transportation Despatch Office, and then 14 years in the Printing Branch.

Mr. Linden has a wide range of interests. He is secretary of the Box Hill Branch A.N.A. (a post he has held for over 30 years), and vice-president of Box Hill Football Club (Eastern Suburban League). He is fond of cricket, too, and in his younger days captained an A.N.A. team, one season taking the batting and bowling averages in the competition. As a singer he has given solo recitals from the concert platform; he plays several musical instruments; he has conducted an orchestra; and he has also composed and conducted charity community singing functions. Music is still one of his major loves.

So, although bereft of his 350,000 files, Mr. Linden has many pastimes to occupy his retirement. The "News Letter" wishes him long enjoyment of them.



PICTURED above is Seymour (No 1) tennis team who are to be congratulated on winning the Team's Championship at the V.R.I. "Country Tennis Week" held in Melbourne between March 24 and 28. Reading from left to right: S. Zoch, D. O'Brien (who also won the Singles Championship), J. Lade and W. Burns. Other teams to take part in a highly successful fixture were Ararat, Ballarat, Benalla, Bendigo, Colac (Nos. 1 and 2), Geelong, Korong Vale, Ouyen, Seymour (No. 2), Traralgon and Wodonga.

V.R. PROPERTY TARGET FOR DESPICABLE VANDALISM

A WANTON urge to commit acts of vandalism continues to seize some people who travel by train. Why they should make a gash in their lounge-suite, or knife their way through the dining-room table, is beyond all understanding. For that, in effect, happens when any railway property is damaged. Damage to carriages or station property must, in the final analysis, be paid for by the taxpayer, because the railways are state-owned—and that means owned by the community.

These melancholy reflections arise from a visit which the "News Letter" paid to several locations last month. There was a pile of statistical information, combined with plenty of visual evidence, of sheer vandalism.

Windows in compartments, window louvres, cross-bars in the windows of carriage toilets, and suburban train electric light lamps are targets for vandals.

Windows are costly to replace. But the real problem is to obtain glass which is in desperately short supply at the moment. After all, glass IS needed in new house construction.

Most of the damage to louvres occurs when people use them as bottle-openers. They rest the cap of the bottle on the edge of a louvre and then give a vicious and weighty downward smack. Invariably there is a splintering of these frail louvres, leaving forlorn gaps. It is hard to understand the mentality of people who apparently delight in making huge slashes in the upholstered parts of carriages. And then there are instances of complete seats and cushions being flung recklessly from the train. Even those eye-pleasing scenic pictures in compartments are not immune from attacks. The protecting glass has been broken, the frames ripped off and the photographs torn beyond all recognition.

Seventy-five per cent. of the railway maps of Australia, Victoria and the Melbourne suburban area, together with glass and frames, at the ends of corridor carriages, have been maliciously torn from their positions.

And so the whole depressing story goes on. Practically all the interior of a carriage, including costly and almost irreplaceable fittings, has at one time or another been damaged. But perhaps the "prize" for pilfering at its pettiest goes to those who remove electric light globes from suburban trains. Many thousands are taken each year, with ever-mounting expense to the Department or, to be more precise, the taxpayer. It cannot be emphasized too often that these lamps are utterly useless, except in railway carriages.

Vandalism? What we need more than anything is a wave of "Protectivism" . . . and railwaymen and their friends can help in this respect by reporting immediately any case of vandalism which comes under their notice.

WAGE-AGE FALSEHOODS BRING HEAVY FINES

UNDERSTATING age or earnings for the purpose of securing concessions on periodical fares is proving a costly business for young rail travellers.

One offender recently had to pay a bill of £17 covering a fine of £6, costs £1 and the underpayment of fares amounting to £10. It cost another traveller £9.7.6 (fine £3, costs £1, and fare underpayment £5.7.6). Others caught had to pay fines and under-payments varying from £4.13.0 to £8.8.6, all sufficiently drastic to induce those concerned to be more careful in making declarations in future.

A special investigation over nearly 12 months disclosed that 40 per cent. of doubtful certificates examined by the Department were irregular.

The Department is determined to stop these irregularities. Recently the Commissioners stated that "applications for periodical tickets at concession rates are being examined closely and prosecutions will continue to be instituted wherever it is found that a false declaration has been made."

Died In Head Office

The tragically sudden death last month of Mr. T. A. Kelly, Clerk in Head Office, Spencer Street, was a painful shock to all who were associated with him. Only 52 years of age, he had been in the Department since 1921, being first employed as a Clerk at Melbourne Goods and transferring subsequently to the Transportation Staff Office where he worked until his death. In his youth Mr. Kelly was a keen footballer. He was captain of the Port Melbourne C.Y.M.S. He then played with Carnegie and displayed ability as a centre for Prahran.

The Victorian Railways NEWS LETTER

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THE STRIKE — AND ITS COST ?

The recent partial strike—the most disastrous event in the long history of the railways—is over and done with. Can the same be said of its effects?

- What will be the effect upon the railways, already faced with a staggering deficit, of the huge loss of traffic and revenue caused when country passenger, goods and livestock services were cut almost to extinction, and suburban services ceased entirely?
- Can the railways recover from the severe damage to reputation suffered when those accustomed to rely on them for the amenities and actual needs of life were left to shift for themselves?
- Can they find an effective answer to the challenge of the other fast-developing forms of transport into whose hands a new and powerful weapon has been placed? And what success are they likely to have in making good the serious loss of staff arising from the strike?

These—and more—are questions which must cause grave concern to all of us who have made the railway service our life careers. The answers to them must affect each and every one of us, personally and intimately.

Money isn't everything, but its importance is great when the cupboard is bare. It is estimated that the strike has cost the railways, in loss of revenue, not less than £750,000. It has cost the railwaymen who were deprived of their employment many thousands of pounds. It is inevitable (because revenue must provide much of the money required) that it will retard the big post-war programme designed to improve and modernize railway service—a matter of greatest importance if railways are to maintain their supremacy.

The most important loss of all, it is impossible yet to measure—that of public goodwill, based on confidence in the fulfilment by the railways of its obligations to the public. This is one of the most valuable assets a railway system can possess.

The spread of the strike to the railways of course immediately opened the flood-gates to road transport. Hundreds of motor vehicles, heavy and light, goods and passenger, were let loose on every highway, their owners anxious to demonstrate that they could and would accept business that the railways had sacrificed.

We can obtain no profit from the knowledge that their operations, in many cases, were conducted under

conditions that violated recognized industrial standards. The public attitude, far from that of criticism, was of gratitude towards them for having come to its assistance.

Many motor vehicles are still on the roads, carrying goods that railwaymen had formerly handled and railway trucks had carried. Many traders entered into arrangements with hauliers when "the railways let them down"; others have sought to make themselves independent of railways by acquiring their own vehicles.

Until railways are again functioning completely, road transport will expect to hold many of its present gains. It will capitalize the curtailment of railway service, which has provided it with fresh ammunition in its fight for unrestricted freedom. It will increase its propaganda against "dependence upon railway service that is not dependable."

Have the railways a defence against the case that road transport is now able to make to a sympathetic public? How can we regain the business that we held, and the prestige that was ours?

The answer depends partly upon how soon locomotives, power plant and rolling stock, forced out of commission by the withdrawal of labour required for their maintenance, can be put back into running. It depends tremendously also upon the spirit in which all of us as a team are prepared to apply ourselves to the tasks that fall to our lot.

Mere words will get us nowhere. Convincing proof will be needed that we are ready and willing to give service that is reliable and efficient; service that again measures up to traditional railway dependability; service, in short, of a kind that will restore the high reputation built up over the years. . . and destroyed overnight.

Enthusiasm, the desire to serve and to please, a proper loyalty towards the job and towards our teammates—these qualities will be needed more than ever before to restore public confidence and goodwill, and mend the harm that has been done to railway business.

The ground so needlessly lost **must** be recovered. It is up to each of us, if for no better than selfish reasons, to do his utmost to recover it.

BIG MODERNIZATION PLAN TO COST £15M.

STRIKE EFFECTS

FEWER TRAINS YET TRAFFIC DROPPED

DESPITE the drastic train restrictions during the recent industrial dispute, many passenger trains were not filled. "Spirit of Progress", for example, had over 700 vacant seats between April 7 and May 7. During that same period there were about 600 vacancies on the 4.15 p.m. Albury Express, and nearly 1,800 on "The Overland." Strikes certainly play havoc with railway revenue.

One of the factors which kept people from traveling was the fear of not being able to get back from their business trip or holiday. Another was the fear of further train cancellations which would render business plans or hotel and guest-house reservations ineffective. The withdrawal of sleeping cars on "The Overland" also had a grave effect on bookings.

Psychological factors were involved, too. Experience has shown that during times of uncertainty people who must travel go by air or road, whilst those for whom travel is not necessary either defer or cancel their plans. Possibilities of industrial black-outs, food shortages, and other hardships cause general confusion and inhibit travel.

Adverse Effects Continued

When the strike ended, its effects did not. Although arrangements were made to step up steam services for goods immediately, and for passengers progressively from May 12, railway business did not pick up for several days. An "adjustment period" was needed for patrons to make holiday and business arrangements. Then came a surge of bookings, accentuated by the school holidays and the desire of many people to snatch a quick vacation before the winter.

Pre-strike services—or better—will be provided as soon as arrears of maintenance are overtaken. Giving this proper attention, however, involves reduction of staff engaged on new construction projects.

Press Critic Answered

VICTORIAN Railwaymen and women who read in the Melbourne "Herald" on May 10, the criticism of the Department of lack of vision in making provision for improved railway service in the future will welcome the Commissioners' answer. Here it is:

The intention is not merely to restore pre-war service but to surpass it. The Department's post-war programme includes the construction of a large number of air-conditioned passenger carriages of "Spirit of Progress" type; modern locomotives for passenger and goods work; modern rail-motor cars; track re-conditioning and strengthening including a large amount of main-line relaying with heavier rails to permit faster running; duplication and extension of suburban lines, with new suburban trains, at a cost totalling about £15 millions over a period of about five years.

The aim is to give faster and more comfortable passenger transport; and for goods traffic on important lines overnight service will be given to far-distant points.

Although the work has been seriously interfered with by belated deliveries of essential materials, staff shortages and industrial troubles, much progress has been made. New country and suburban passenger carriages are under construction as well as new locos. and a large amount of other rolling stock. The construction of modern air-conditioned sleeping cars for the Melbourne-Adelaide service is being undertaken by the South Australian Railways authorities in conjunction with this Department.

Some of the de luxe rail cars—the engines of which are being obtained in England and the bodies made here—are expected to be in service before the end of this year.

No opportunity is being lost to step up the progress of all of the post-war works as materials and manpower become available.

Rose From Apprentice To Workshops Manager

IN one way I'm glad to be retiring, but I know how much I'm going to miss having all the familiar faces around me. In the last four years I've had 12 months' sick leave and I've found out how lonely a man becomes, and how he misses the association of the men he works with."

That was Mr. Walter Grimshaw's wistful comment when he retired last month after 49 years' service. Following in the footsteps of his father, who was a Boilermaker at Williamstown Workshops and later Foreman Boilermaker at Newport, Walter Grimshaw, Jr., began his railway career in 1898. He served an apprenticeship in fitting and turning. After qualifying he served at North Melbourne Locomotive Depot, and then at various running sheds. He returned to Newport as Leading Hand on

engine construction, rising to Foreman of the job. Head Office claimed him for a year, but he escaped back to Newport as Workshops Foreman.

In 1925 Mr. Grimshaw went to America to investigate methods of workshops production on various railway systems. His knowledge was used, after his return, at Newport, Ballarat and Bendigo, and he was ultimately transferred to Ballarat as Workshops Manager. In 1938 he was promoted to Manager, North Melbourne Workshops, where he was located until his retirement.

Mr. Grimshaw had this maxim: "You've got to know your men." He spent most of his day out on the various jobs, in close touch with his staff at work and giving them the benefit of his technical skill. The man with a grievance could always come direct to him, and at any time. Above all things, Mr. Grimshaw believed in the "personal touch." He straightened out thousands of personal problems over the years.

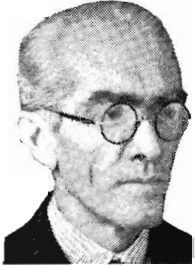
Gardening and bowls will be his main hobbies in the years of retirement ahead of him.



Mr. Grimshaw

SOUTH AFRICAN RAILWAYS ALSO OPERATE ROAD, SEA AND AIR SERVICES

LAST month the "News Letter" had great pleasure in meeting Mr. M. W. Redding, Assistant Stores Superintendent of the South African Railways, who is making his first visit to the Commonwealth on business for his Department. Mr. Redding's quiet, gentlemanly approach has won him a host of friends in this country and he has been overwhelmed by a series of hospitalities. He is returning to his homeland with a glowing opinion of the beauty of our cities and of the kindness of our people.



Mr. Redding

Mr. Redding has been 34 years in the South African Railways. His headquarters are in Johannesburg, the governing centre of 14,000 miles of railways, 15,000 miles of road routes, various air services and a considerable sea transport system. The combination of these different methods of transport under the one railway control has resulted in greater smoothness of working and in the elimination of competition. The long road services for both passengers and

goods, he explains, are limited to routes outside the orbit of railway influence. Thus there is no overlapping in land transport.

Air transport is rapidly developing in South Africa and his Department is now constructing five new airports—one each in Johannesburg, Durban, Capetown, Bloemfontein and Port Elizabeth. South African Railways air crews are operating even beyond the frontiers of the Union, one crew recently flying a Skymaster from Johannesburg to London.

Before the war, his Department had five ships in service carrying cargoes to India, China and beyond. On one of these he came to Australia, travelling *via* Colombo where it left a cargo of coal. On its return it should have a full load of railway and other material.

Turning to the railways, our visitor mentioned that extensive electrification is being undertaken. The longest electrified run will be from Durban to Volksrust on the Transvaal border, a distance of 300 miles. Electric trains are also planned from Capetown over the Rex River mountains to Towers River—160 miles. The gauge throughout the Union is 3' 6" and this has proved its ability to carry fast express services notably the attractive air-conditioned "Blue Trains," constructed wholly of steel, which cover the 1,000 miles from Pretoria to Capetown.

Garratt locomotives have proved valuable on the South African tracks. These locomotives—indeed practically all the locomotives in the Union—are imported from Great Britain.

Emphasis On Education

One feature of railway development, which Mr. Redding specially mentioned, was the concentration on railway education. For this purpose a Railway College and Central Training Institute to give instruction in all phases of modern railway working is being constructed just outside Johannesburg.

As is probably well known here, most of the railway employees must be capable of speaking both English and Afrikaans, the language of the Dutch population, and time-tables, posters and other official communications to the public are published in both languages.

FORMER ASSISTANT C.M.E. DIES

TO many of the older generation of railwaymen, especially in the Rolling Stock Branch, there will be deep regret at the news of the death last month of Mr. Robert Ferguson at the age of 85. After 34 years' service, he retired in 1921 from the position of Assistant Chief Mechanical Engineer.

Practically the whole of his railway career was spent at the Newport Workshops. He started there as a Fitter, his ability and enthusiasm ultimately leading to appointment as Workshops Manager.

Mr. Ferguson always evinced the greatest of interest in the social activities of the men at the Workshops. After his retirement he maintained a link with many sporting clubs, including the Williamstown Football Club of which, some years ago, he was President.

Here, with her mother, is the youngest lady ever to have her photo. in the "News Letter." She is "Paddy" Colahan, 10-months old granddaughter of Mr. Cyril Russell (Accountancy Branch), the Department's youngest grandfather. He is only 43 years of age.



Ex-Transport Minister's Death

GREAT regret was expressed in the Department last month at the death of Sir Louis Bussau, who was Attorney-General and Minister for Transport from 1935 to 1938. He was 62 years of age.

A resolute, active man with many agreeable characteristics, Sir Louis readily showed how a country lad without any special privileges could rise to the highest posts in the State. He was born at Natimuk and was educated at Warracknabeal.

Determined to matriculate, he attended night classes and after he had achieved his ambition, he took to studying law subjects by correspondence. Later he took charge of law offices at Warracknabeal, Beulah and Hopetoun.

Subsequently, he became a successful wheat farmer in the Mallee, and was elected the first President of the Australian Wheatgrowers' Federation. Turning to politics, he was elected M.L.A., for Ouyen in 1932.

In 1938 he was appointed Agent-General for Victoria in London. Early in 1943, Sir Louis was brought back to Victoria by the State Government to advise on A.R.P. matters. He had an intimate, practical knowledge of this subject since he had gone through the ordeal of the "blitzes" on London.

He returned to London to complete his term as Agent-General, after which he came back to Australia. Shortly afterwards, the Federal Government appointed him Chairman of the Australian Wheat Board, an office he held at the time of his death.

STORES TYPISTE IN JAPAN

A SURPRISE visitor to the "News Letter" last month was Corporal Mavis Lay, A.A.M.W.S., down on leave from Japan. Formerly a Typiste in the Stores Branch, she enlisted in 1942 and now has five years' service to her credit. Before coming on leave she had spent 13 months in Japan, and has returned for a further two years.



Miss Lay

Following her enlistment, Miss Lay was stationed at Hampton Convalescent Depot, then Murchison P.O.W. Camp, and finally at Bonegilla. When the Australian Occupation Force was sent to Japan, she volunteered for service and sailed on the "Manunda" with other female personnel of 130 A.G.H. She is with British Commonwealth Occupation Force Headquarters at Etajima, a

small island off Kure. Miss Lay holds the post of Secretary to the Chief-of-Staff.

Etajima, she said, has a very strange climate. For several months each year it has a typically tropical "wet" season, with all the rain, heat, humidity and miserable dampness so familiar to many railway ex-servicemen. But last February it was snowing!

There is plenty of work for Miss Lay on the island—and plenty of entertainment, too. Swimming, tennis, dancing, launch picnics, and aquaplaning are the main pastimes to fill in leisure hours. She has been to Tokyo three times, and to Kure, Kyoto and Beppu.

V.R. MEN BARRISTERS NOW

CULMINATION last month of long and patient study was the admission to practise as barristers and solicitors of two Victorian Railwaymen attached to the Railways Conveyancing Branch of the Crown Solicitor's Office: Messrs. C. H. Coghill (Officer-in-Charge) and W. E. Patterson. Their admittance was moved by a former railway colleague, Mr. C. K. Lucas who, for a number of years, has been in private practice as a barrister.

Beginning in the Department in 1921 as a Messenger, Mr. Coghill was appointed Lad Porter and two years later, as a Junior Clerk, was transferred to the Secretary's Branch. A few years afterwards he passed



Mr. Coghill



Mr. Patterson

the Licensed Shorthand Writer's examination. Transferred to the Railway Legal Branch in 1930, Mr. Coghill went to his present post in 1939.

Mr. Patterson was also a member of the Secretary's Branch, commencing as a Junior Clerk in 1926, and going to the Crown Solicitor's Office in 1932. Enlisting in the 24th Battalion, A.I.F., in 1940, Mr. Patterson rose to the rank of Captain. Early in 1944 he became the under-study to the Deputy Assistant Adjutant-General on 3rd Division Headquarters. While Mr. Patterson held that appointment, the Division took part in the campaign at Bougainville.

Congratulations To "N. C. Harris" Prize-winners

The following railwaymen were successful in the recent examinations for the special "N. C. Harris" Prizes. Congratulations to them all.

"A" Division—Station Accts. & Management (main subject):

Mr. R. C. Kierath—Relieving Operating Porter, C/o. D.S. Ballarat.

"B" Division—Safeworking:

Mr. A. G. Cleland—Assistant Stationmaster, Diapur.

"C" Division—Engine Working and Westinghouse Brake:

Mr. A. G. Edrich—Fireman, Benalla.

"D" Division—Permanent Way Construction and Maintenance:

Mr. J. C. Crossthwaite—Repairer, Gisborne.

"Spirit"—Royal—Reso. Train Conductor Dies

REGULAR travellers on "Spirit of Progress" will miss the smiling readiness for service of one of the Parlour Car Conductors, Mr. William Lynch. News of his death last month at the age of 57 was received with deep regret. He had been employed on "Spirit" since its first run in 1937.



Mr. Lynch

He was selected as one of the Special Conductors on the Royal Train on which the present King and Queen travelled in Victoria as the Duke and Duchess of York during their memorable visit to Australia in 1927. Mr. Lynch was also one of the courteous and efficient conductors who did so much towards the high reputation for service enjoyed by the Reso. Train.

Mr. Lynch commenced as a Lad Porter at Port Melbourne in 1907. He became a Train Conductor at Stawell in 1912, and was posted in the same capacity to Warrnambool and Wodonga before making his official headquarters at Spencer Street in 1926.

LEVEL CROSSING DIRECTION

AN important amendment of the Road Traffic Regulations, 1939, was made by the Executive Council on April 15 last. The Regulations now provide that: "The driver of a vehicle or horse approaching a railway level crossing shall—

(a) proceed at such rate of speed that he will be able to stop the vehicle or horse in time to avoid danger;

(b) where a mechanical warning device is installed at the crossing and is giving a warning indication, stop the vehicle or horse before reaching the crossing.

PENALTY: £20"

It is hoped that this will result in more care on the part of road-users, and a greater measure of safety at level crossings.

RAILWAY FAMILIES :

THE PATFORDS



Mr. W. Patford

THE Patfords are, without doubt, a true railway family.

George Patford, who was a Signalman at Jolimont, died on the job in 1890. His son, William, followed him into the service. Although he will not be 65 until next month, William Patford has retired because of ill-health. At the time of retirement he was Works Foreman, Spencer Street. He has three sons in the service—Arthur, Len, and Alan—and two of his daughters are married to railwaymen.

Mr. William Patford joined the railways in 1898. He served a Carpenter's apprenticeship, rising to Leading Hand, and then to Works Foreman. One of his main assignments was on the construction of the fourth floor of the Head Office building. Failing vision brought about his premature retirement, but he is able to continue with his hobbies and can usually be found making furniture for himself or his friends



Arthur

Alan

Len

in the workshop at his home. He follows both football and cricket and likes an occasional day at the races.

One of his sons, Arthur, is Sub-Foreman at Ballarat Locomotive Depot. He, too, served a railway apprenticeship, qualifying in fitting and turning. He is a keen golfer—or as keen as the father of four strapping children is allowed to be.

Len Patford is a Painter at Shepparton. He is back on the job again after four years in the A.I.F. He was a Craftsman and served up north and in the islands. There are two future railwaymen in his house—a boy of eight and another of four.

Youngest of the Patford boys is Alan. He started his railway service as a Repairer at Mangalore. He is a Skilled Labourer with the Signal & Telegraph Division, stationed at Spencer Street.

Two of William Patford's daughters are, respectively, Mrs. John Law, wife of a Shepparton Bridge Ganger, and Mrs. Ian Spencer, whose husband is a Skilled Labourer at Seymour.

BANKRUPT !

When in London on service in the late war a regular patron of one of the Department's refreshment rooms in Melbourne happened to pay a visit to Lord's cricket ground and just after leaving there dropped in at a tea-shop. He was then astonished to notice that the cup holding the tea he had ordered bore the familiar legend: Victorian Railways.

On inquiring from the proprietor how the cup had travelled so far he was promptly informed that "the Victorian Railways had gone bung and we have bought up their stock."

"Railway Gazette," England.

MONTH'S TRAVEL HIGHLIGHT

ALMOST on the eve of the 20th anniversary of the first Reso. Tour to Central Australia another one is in progress. Leaving Melbourne on May 13, a party of 40 men, representing professional, primary and secondary interests, is making a 5,500 mile tour via Alice Springs to Darwin. They are due back on June 13.

Departmental representatives on this tour are Mr. L. C. Bromilow (Manager, Publicity and Tourist Services) and Mr. R. Dunstan (Photographer). Besides obtaining "still" photographs of scenic and sporting features for albums, Mr. Dunstan will make a colour-film of outstanding aspects for general publicity purposes.

Since the end of the Second World War ever-increasing attention has been paid by the Department and various travel agencies to the winter holiday possibilities of Central Australia and Northern

SERVICE COMMENDED

AGOOD deal of the success of the recent Holiday Camps near Melbourne for country children was due to the co-operation of railwaymen, as the Lord Mayor (Cr. F. R. Connelly) warmly testifies in the following letter to the Chairman of Commissioners (Mr. N. C. Harris):

"Now that my Holiday Camps for country children have concluded for the time being, it gives me a great deal of pleasure to thank you for the splendid co-operation extended by you and members of the staff of the Victorian Railways in all the arrangements connected with the transport of the country children to and from Melbourne.

"The Camp Administrator (Mr. John D. Porter) has had nothing but praise for the way in which the children were looked after, and for the assistance and co-operation extended to him on all occasions. He has specially mentioned Mr. W. Searle, of the Time-tables Section, and the Station-masters at Spencer Street and Flinders Street, with whom he had direct contact, and who were always most obliging and helpful.

"I would not, however, overlook the staffs at the various country stations who no doubt had a great deal of extra work imposed on them, and I should like, through you, to express my warmest thanks to them also."

Territory. This year, for instance, there will be tours from Melbourne each week from June 10 to September 23 to Alice Springs and Darwin. Bookings for these tours are made at the Victorian Government Tourist Bureau.

This quickening of interest in the hitherto neglected far-northern part of our Continent followed a visit about three years ago by Mr. N. C. Harris (Chairman of Commissioners). He was instrumental in an extensive exploratory tour being made by Departmental officers of the Victorian and New South Wales Railways. As a result, it has been possible to organize tours with a wide range of scenic, industrial, and sporting interest under the most comfortable conditions possible in a remote area. This year, alone, nearly 150 people have already booked for such tours.

Began As Private— Ended As Lt.-Col.

IN September, 1940, Mr. F. R. Dart, then Assistant Station Master at Macaulay, signed on the dotted line to become a fully-fledged Private in the A.M.F. Before his return to the Department over six years later he had risen to the rank of Lieutenant-Colonel.



Mr. Dart

Mr. Dart was no newcomer to soldiering. On his 18th birthday (in 1917) he joined the First A.I.F. and served as a Wireless Operator. After his discharge he entered the Permanent Military Forces with the rank of Warrant Officer Instructor. He left in 1922 to become a railwayman. First with the grade of Porter, then Operating Porter and finally Assistant Station Master, he worked in various parts of Victoria.

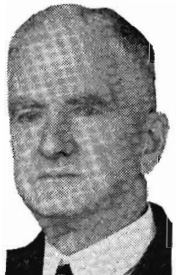
In this war, Mr. Dart's previous military experience stood him in good stead. His promotion to Corporal came quickly. Then he rose to Sergeant and Staff Sergeant. His commission as Lieutenant was gazetted in 1941. In the following year he was promoted to Captain and in 1944 to Major.

Less than two years later he was Lieutenant-Colonel, Assistant Adjutant-General of Organization, "A" Branch, A.M.F.H.Q. The duties of this highly important post involved the raising, re-organization and amalgamation of units, and the disposal of personnel.

Mr. Dart has now returned to the Department and is stationed at the Melbourne Goods Sheds. The connection of Darts with the Army goes on, however, for his eldest son (a lad of 19) is a member of the A.E.M.E. and in training for movement to Japan. Mr. Dart, by the way, is the father of eight children—four boys and four girls. Two of his daughters, now married, were once employed in the Refreshment Services Branch.

His Abiding Object: Service

VERY quiet, very unassuming Mr. R. F. Coombes, of the Live Stock Agent's Office, most probably dreaded, for more reasons than one, the approaching day of his recent retirement. He had to face the "ordeal" of three ceremonies. One eloquently testified to his qualities as a fellow-officer; the others emphasized his courtesy and efficiency while serving an important section of the Department's customers.



Mr. Coombes

His almost 50 years of railway service—the bulk of it in the Live Stock Agent's Office—came to a spectacular end with: a handsome watch from Head Office colleagues; a fountain pen and propelling pencil from the clerks of Melbourne's 22 Stock and Station Agents, with whom he had regular bi-weekly contact over the years; and, above all, a wallet bulging with notes from the Stock and Station Agents' Association of Victoria.

For many years it was the responsibility of Mr. Coombes to accept orders for trucks for the Newmarket sales. His anxiety for a fair allocation of trucks, especially during truck-shortage periods, won for him the admiration of the Department's clients.

TRAVELLING AUDITOR NOW STOPPING HOME

AFTER nearly 50 years' service in the Department Mr. F. F. Renehan retired last month. Station staffs throughout the whole State know Mr. Renehan, for he has visited them all many times during his 18 years as Travelling Audit Inspector.



Mr. Renehan

A keen footballer in his young days, Mr. Renehan played with Hawthorn. He was a nippy rover and fast wing-man, and held his place in a premiership side. He captained the Auditor of Receipt's Branch team, too, in a railway competition. Many league players were members of that team.

In August 1914 Mr. Renehan enlisted in the 6th Infantry Bn. and served with it throughout the First World War. He was wounded at the Gallipoli landing, and again in France, and was away from Australia for almost five years. After his return he re-joined the Department, rising to Audit Inspector in 1929. The Audit Division Provident Fund for the assistance of sick members was founded by Mr. Renehan, and is still flourishing.

Pride of his life is his family—four sons and two daughters. His youngest boy is only 14. All the

WHAT'S THE IDEA?

A STORAGE card system, which provides for the accurate assessment of the amount due by any consignee who has delayed collecting his parcel from a railway station, is the bright thought of a Victorian Railwayman, and he has been appropriately rewarded.

His suggestion is an excellent one (its adoption, will mean a considerable addition to revenue) and still another example of the sort of workable idea that makes for economy and simplification of method.

Some similar idea may occur to you. There are all sorts of methods of working, not only clerical but mechanical and operating, which are crying out for improvement. Look around you and you will probably discover some system or practice which you can amend with benefit both to yourself and the Department.

But do not keep the suggestion to yourself. Send it along to the Chairman, Betterment and Suggestions Board, Railway Offices, Spencer Street.

other children have matriculated, and the eldest (who served in New Guinea with the 2nd A.I.F.) is an Arts student at Melbourne University. To be with his family is Mr. Renehan's main plan for his years of retirement. "I've had a long innings of travel," he says, "and now the house and the garden are all I need to satisfy me completely."

It's a fine ambition. Audit duties during the recent war years were extremely heavy and Mr. Renehan has well earned his days of leisure. His many friends throughout the service hope they will be very long, and very happy.

V.R. INSTITUTE SUB-CENTRES IN MAKING

HIGHLIGHT of the news from the Victorian Railways Institute last month was the progress being made with the establishment of two more Sub-centres in the country: at Warrnambool and Murtoa. In each case groups of Victorian Railwaymen and women have been working enthusiastically—and determined that, even on a modified scale, the facilities offered by the Institute shall, as soon as possible, be available to them.

At Warrnambool, the Sub-centre has elected a provisional committee, including President: Mr. W. G. Patterson (Train Examiner); Secretary: Mr. G. A. Baudinette (Clerk); Assistant Secretary: Mr. M. J. Gatehouse (Storeman); and Treasurer: Mr. D. A. Brooks (Engine Cleaner). Mr. A. F. Cumming (Signal Porter), who was the first Secretary had, unfortunately, to resign after performing much valuable preparatory work.

Negotiations are in progress for the use, as temporary Institute premises, of the disused refreshment rooms on the Warrnambool Railway Station. Eventually, the Sub-centre hopes to erect its own building on Departmental property.

Good Work at Murtoa

At Murtoa considerable success has crowned the efforts of the provisional committee. By means of dances, socials, etc., more than £150 has been raised—a feat which the V.R.I. Council commends because the number of local railwaymen and other citizens is relatively small.

Further, to assist in raising money for an Institute building, a team representing the best players in the V.R.I. Metropolitan Football League, will visit Murtoa on the forthcoming King's Birthday week-end. They

will play against the Murtoa district team, which is in the Wimmera Football League.

Members of the provisional committee include President: Mr. J. Moors (Road Foreman); Vice-Presidents: Mr. L. Wilsmore (Train Examiner) and Mr. K. Lobley (Porter); Secretary and Treasurer: Mr. H. D. McDonald (Operating Porter).

Services Esteemed

Transfer of Mr. J. T. Harding (Train Examiner) from Hamilton to Spencer Street meant that the local V.R.I. Sub-centre would be deprived of its popular President. That his departure was greatly regretted was shown when a social evening was recently tendered to Mr. and Mrs. Harding. Mr. K. Curtis (Senior Vice-President) spoke glowingly of the great work and leadership which Mr. Harding had given the Sub-centre, and presented him with an electric clock.

The recent retirement of Mr. J. D. Rankin from membership of the Hamilton Sub-centre Committee was marked by a presentation of gifts appropriate for use in the home. He was very warmly thanked for his sterling service, special reference being made to his contribution towards placing the Sub-centre in its present flourishing condition.

Cricket . . . Football . . . Golf . . . Tennis

THIS is the night we've been waiting for! It was the enthusiastic remark of a member of the Spotswood Workshops Cricket Team as they assembled for the function at which the Commissioners' Cup for the 1946-47 season was presented. Held at the V.R.I. on May 5, the social evening was the climax to a most successful season in the V.R.I. Cricket Association.

Other presentations included the "Jack O'Dea Best Fielding Trophy" competed for by all members of the Association and awarded on the umpires' votes. Announcement that Jack Danckert, formerly a Clerk at Port Melbourne, had been chosen was greeted with great applause. Incidentally, Jack is a member of the South Melbourne football team.

Life membership certificates were presented to Messrs. D. Jones (Past President) and W. N. Orchard (Hon. Secretary of the Association between 1913-1926).

Keen Football

For the Commissioners' Cup of 1947 in the V.R.I. Football League, seven strong teams have entered. They are: Eastern Lines, Flinders Street, Melbourne Yard, North Melbourne Loco., North Melbourne Workshops, Northern Lines and Spencer Street.

With each team allowed to include up to six League and Association players—and there are plenty in the Department—the prospects are that the football this year will be of a high, exciting standard.

Throughout the season, matches will be played on Tuesdays and Thursdays at the V.R.I. Sports Oval. It is conveniently close to the Royal Park Railway Station. Due to the strike, the commencement of the 1947 season has been delayed.

OPTIMISM is felt by officials of the V.R.I. Golf Association that the present season will be one of the most successful for many years. After the Annual Meeting last month, active steps were taken to obtain more members. Last year, there was a membership of 60. There is no "home course," members usually being connected with recognized clubs around Melbourne.

One of the main features of the V.R.I. Golf Association is the opportunity it presents for members of the railway service to meet socially and to compete in a friendly atmosphere with one another. Day fixtures are organized from time to time; on some of these, mixed events are included.

Visits by country members of the railway service are sometimes arranged. Last year, a group from Ballarat came to Melbourne, and a highly enjoyable day's golf, followed by a social evening, was spent.

An invitation is extended to railwaymen to join the Association. Full details are available from Mr. T. Macpherson, (Hon. Secretary, Accountancy Branch, Railway Offices, Spencer Street—Tel. Railways 1677), or Mr. R. M. Kydd (Sports Secretary, V.R.I., Melbourne—Tel. Railways 1109).

Tennis Champions

Good sporting news comes to hand from Mr. J. Moore, Hon. Secretary of the Benalla Sub-centre. In the just-completed grand final of the North-eastern Hardcourt Tennis Association, the local V.R.I. entered two teams—and they fought out a thrilling final match. The "Gold" team won by the narrow margin of nine games from the "Blue" team. The tennis was high-class, the result being warmly applauded.

Steam Train Services Dependent On Locomotive Maintenance



IMMEDIATELY the recent strike was settled and the men returned to work, no time was lost in commencing the work of over-taking arrears of maintenance on locomotives. Here, from left to right, are Fitters Les. Lehman and Percy Smith and Fitter's Assistant Bill Kilmartin at the North Melbourne Locomotive Depot getting "A2" 901 ready for service. They are fitting superheater elements back into position. The locomotive had been re-tubed, but its restoration to a roadworthy condition had been held up through the strike.

The Victorian Railways NEWS LETTER

JULY 1947

Issue No. 202

WORK PROCEEDING BUSILY ON DUPLICATION OF ALPHINGTON—HEIDELBERG SECTION



The duplication of the section of the line—a distance of 2½ miles—will greatly relieve the pressure on the Melbourne—Heidelberg line, especially in peak hours. Above is shown an excavator at work in a cutting near Darebin.

CO-OPERATION NECESSARY TO FILL STAFF VACANCIES

DISPLAY advertising in newspapers and periodicals, slides on picture theatre screens and posters at stations inviting men and youths to fill vacancies in the railway service cannot fail to have impressed on thoughtful railwaymen the seriousness of the staff position today—and tomorrow. . .

Railwaymen have a special three-fold interest in this matter:

- (1) Their careers largely depend on the service the Department can give.
- (2) The efficiency of that service largely depends on a balanced staff.
- (3) Staff shortage reacts on working conditions.

Conditions in the railways compare more than favourably with those in outside occupations. They include—

- Eligibility for permanent appointment after two years' service.
- Liberal annual leave with all-lines pass.
- Cumulative sick leave.
- Long-service leave.
- Superannuation benefits after two years.
- Living-away-from-home allowances for juniors.
- Penalty rates for Saturday and Sunday work.
- Shift allowance between 8 p.m. and 6 a.m.

What are the prospects for promotion, say, in the Transportation Branch? During the next 10 years, nearly four times as many Assistant Stationmasters, Stationmasters, Traffic Inspectors and District Superintendents will reach the retiring age compared with the last decade. Naturally, this is causing anxiety. On the other hand, it demonstrates the possibilities of advancement for present and future railwaymen with initiative and ambition. In fact the prospects were never so bright.

Present arrears of annual leave cannot be materially reduced unless more relief—more men—are obtained, and still more men will be required to relieve those who will become entitled to long-service leave after 1951.

Much the same position exists in other Branches, notably in the Rolling Stock Branch where Engine Cleaners and Lads for workshops are urgently needed. In those grades there are attractive prospects for advancement, too.

Manpower shortages are not, of course, confined to this Department. They are nation-wide, covering almost every type of governmental instrumentality and private industry. There is, at the moment, a keen and sustained bid to secure staffs in all branches of industry, and it is vital to our future that the Department's efforts to fill vacancies should be supplemented in every possible way.

Vast plans for modernizing and surpassing pre-war railway service are beyond the blue-print stage. Much progress has been made with the actual works, but the shortage of manpower is a retarding factor in carrying out a programme designed to maintain the supremacy of the railways in the transport field.

Each of us, therefore, should regard it as an obligation to publicize the unquestioned opportunities and advantages of a railway career. In our own interests, we should try—and keep on trying—to assist the Department in its recruiting campaign.

Keep This By You As a Good "Talking Point"

JUNIOR CLERKS—with Melbourne University Intermediate Certificate. Commencing salary according to age (16 or under, £131 per annum) with **AUTOMATIC ADVANCEMENT TO £424 at AGE 28**. Opportunities are available for promotion to positions carrying higher salaries.

ENGINE CLEANERS—advance to Fireman, Loco. Driver and Electric Train Driver. Drivers graduate to 28/2d. per day. Age limits: Discharged servicemen under 27; others 18 and under 23 years.

JUNIOR AND ADULT PORTERS—may graduate to Stationmaster receiving up to £681 per annum, with further opportunities. Other avenues are Head Porter, Signalman, Shunter, Guard, Yard Foreman, etc. Free uniforms. Age limits: 15 and under 40 years.

LADS FOR WORKSHOPS—may graduate to Engineman, Train Examiner, Running Gear Repairer and other occupations.

LABOURERS FOR MELBOURNE GOODS DEPOT—may graduate to Stower, Goods Checker and Goods Foreman.

LABOURERS FOR METROPOLITAN WORKSHOPS and for permanent way maintenance gangs—with prospects for advancement to Tradesmen's Assistant, Repairer, Ganger, etc.

Sportsman Weds

RAILWAYMEN throughout the State know Joe Plant, of the Accountancy Branch, as an interstate cricketer and baseballer. Recently he appeared in a new role—that of bridegroom. Miss Joan Dooley, who was in the Bendigo Accounting Office for several years, was the lady to become Mrs. Plant.

Last month a reception was held at Flinders Street and Joe was presented with a wallet of notes from his work-mates. Mr. N. J. Lester, Auditor of Expenditure, made the presentation and wished Joe and his bride, on behalf of the whole of the Branch, a long and happy future. And so say all of us!

V. R. Evangelical Fellowship

ANY railwayman who is interested is assured of a warm welcome at the meetings of the V.R. Evangelical Fellowship (undenominational) held on the first Friday of every month at the C.M.S. Rooms, St. Paul's Cathedral Buildings. The meetings, which include bright singing and a special speaker, are designed to provide for a period of social fellowship.

At the meeting held on June 6 the office bearers were elected. The Secretary is Mr. L. Whitby, Accountancy Branch, Room 193, Head Office, Spencer Street (Tel. 1902), from whom any further particulars may be obtained.

IN THE DAYS OF UNSAFE WORKING

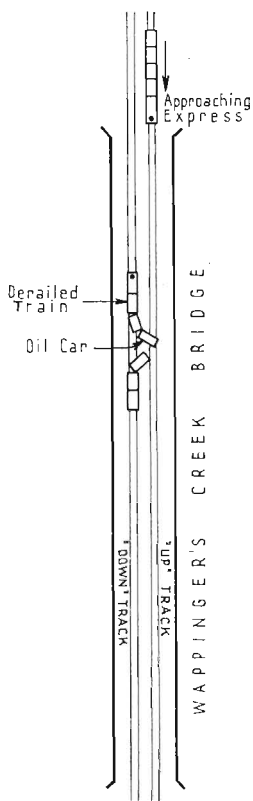
The Wappinger's Creek Catastrophe

MANY of the accidents in the days of unsafe working hinged around the absence of satisfactory train brakes. A terrible disaster at New Hamburg, U.S.A., on the night of February 6, 1871, showed clearly the need for efficient braking. It was unusually cold in the Hudson River area and the crew of a south-bound freight train was sheltering in a caboose car. Approaching a bridge over Wappinger's Creek, a truck got off the track.

The train was actually on the bridge before the crew managed to bring it to a stop, and other vehicles had meanwhile left the rails. One of them, bearing two large oil tanks, came to rest obliquely across the bridge with one end projecting over the "up" track.

The situation was dangerous. At any moment, the Pacific express from New York would be coming along that "up" track. Before signal lanterns could be sent down the line, the roar of the express was heard. The crew of the derailed train swung their lanterns frantically. The driver of the express was nearly 600 yards away when he saw them but with the patent spring brakes at his disposal, he had no chance of stopping his train in that distance. Although the brakes slackened the speed, a crash was inevitable.

The fireman got onto the step of the locomotive ready to jump. "Are you coming too,



Doc?" he called out to the driver, "Doc" Simmons.

"Doc" looked around at me, but made no reply, and then looked ahead again, watching his business," said the fireman later. "I jumped and rolled down the ice in the creek; the next I knew, I heard the crash and saw the fire and smoke."

It was a terrific smash. The shock of the collision broke the oil car to pieces, igniting its contents and flinging them about in every direction. In an instant, bridge, river, locomotive, cars and the glittering surface of the ice were wrapped in a sheet of flame.

Heavy Death-Roll

At the same time, the shock proved too severe for the trestlework, which gave way. Locomotive, tender, baggage cars, and one passenger car plunged into the ice-coated creek, and sank deep out of sight into the water. Of the remaining seven cars of the passenger train, two were destroyed by fire. Shortly, as the supports of the remaining portions of the bridge burned away, the superstructure fell on the half-submerged cars in the water and buried them from view. Twenty-one people died, and many others were injured.

Today, an express travelling at 40 m.p.h. can be brought to a stop in 200 yards. But Driver "Doc" Simmons had no such safeguard and the patent spring brake could achieve nothing but a slackening in speed at 600 yards.

Left An Enduring Memory

So "Doc" Simmons died. But he left behind a memory for all railwaymen to respect for all time: the memory of a fellow-railwayman, sticking to his post, "looking ahead and watching his business."

IMPROVED SERVICES FROM DUPLICATION OF LINE

THE traffic on this single line is often close to saturation point and will be considerably augmented as a result of the extensive home-building programme now being carried out in the territory which it serves. The wisdom of the decision to duplicate the section from Alphington to Heidelberg—a distance of 2½ miles—as an early item of the post-war programme is, therefore, fully confirmed.

The single line was opened for traffic in 1888, but the bridges carrying the road traffic over the railway were constructed for a double track. The cuttings through rock were excavated for a single line and the excavated material from these cuttings was used in making the embankments, some of which were built for a single track, while others were made wide enough for two tracks.

For the most part, the extra track will be located on the "up" side of the existing track. It will necessitate widening the existing cuttings about 15 feet. These cuttings vary in depth from 20 to 55 feet and the material to be excavated is largely silurian mudstone requiring the use of explosives.

Mechanical plant—in the shape of power shovels, draglines, bulldozers, loaders, scoops and motor lorries—is being used for the removal of over 100,000 cubic yards of rock and clay. At the time of writing, half of this extensive job had been completed. As is usual with railway works, normal train services

are being carried on with little or no interruption.

On certain sections, retaining walls will be necessary to minimize the width of the cuttings.

The bridge over Darebin Creek will be widened to take two tracks. It has six spans of 60 feet and the maximum height of the centre piers is about 55 feet.

New station buildings at Darebin and Eaglemont, each on platforms under construction, are well under way. The brickwork of the Darebin Station is now complete and only the road surfacing is required to make the new subway at the "up" end of the station ready for traffic. Progress is also being made with the brick station at Eaglemont.

The track will be laid with 107 lb. rails, welded into lengths of 270 feet, and ballasted with crushed stone.

The date of completion is largely dependent on delivery of steel and cement for the Darebin Creek Bridge and the provision of the requisite labour.

RAILWAY FAMILIES



The
Newtons



Mr. E. T. Newton

FOREBEAR of the railway family of Newtons was Edward Lowe Newton who joined the Railways in 1888, retired in 1931, and passed away nearly three years ago. He was an Engine Driver who, after periods at Bendigo and North Melbourne Loco Depots, was transferred to Newport Power Station in 1919. There he remained until his retirement, a very popular and kindly man, on the best of terms with everybody. He was an especial favourite of school-children on Educational Tours. Among "Old Ted's" retirement presents was a toy engine, painted to look like the locomotive he had driven at the Power Station for so many years.

His son, "Young Ted," also chose a railway career and became an Accountancy Branch Clerk in 1909. In September 1940, his services were made available by the Commissioners to take up the post of Assistant Secretary of the Victorian Railways Patriotic Fund. That task occupied over 5½ years. The Fund raised £70,000 for providing comforts and parcels for railwaymen in the services. Large donations were made to the Red Cross, A.C.F., and various war auxiliaries. Motor ambulances, mobile canteens and food conveyors were also supplied to bodies in need of them. After the Fund was wound up, Ted transferred to the V.R.I. staff, and you can now find him at Flinders Street. He is an enthusiastic member of the young Albert Park V.R.I. Bowling Club.

Ted's son, Keith, became a railwayman in 1937. He is a Clerk in the Secretary's Branch. In the April issue of the "News Letter" his marriage to Miss Audrey Simmons, of the Rolling Stock Branch was reported. One of their wedding photos is reproduced here. As you can see, they make an unusually handsome couple. During the war, Keith was an anti-tank gunner. He saw service in Dutch New Guinea, and was later posted as Instructor to the L.H.Q. School of Artillery at Randwick. He had over 4 years' A.I.F. service. Keith plays both tennis and cricket during the summer months, and during the winter never misses an Essendon football match.

Mr. and Mrs. Keith Newton



Firewood Traffic Heavier

DESPITE the fact that the Department's resources were heavily taxed in transporting the largest wheat crop for many years, and by restricted train services due to industrial troubles, the quantity of firewood brought to Melbourne from January 1 to June 7 of this year amounted to over 165,000 tons—4,500 tons greater than for the same period last year.

Though a serious shortage of coal affected railway services between March 1 and August 31, 1946, approximately 260,000 tons of firewood, nearly 10,000 tons per week, were brought to Melbourne. This year the Department set out to bring a much greater quantity to Melbourne and, despite the strike disabilities and the very heavy demands for trucks for general traffic, including wheat and large quantities of export loading, it will achieve its aim—provided adequate coal supplies are available.

An interesting development this year was the temporary use of cattle trucks for the transport of firewood, approximately 400 trucks having become available because of troubles in the meat industry during March.



Mr. Pidd

V. R.
MEN
BACK
FROM
CHINA



Mr. Dawes

APPALLED by the magnitude of the task still facing the Chinese National Railways and gravely disturbed about the future of the country, Messrs. E. Pidd and W. Dawes (Sub-Foremen in the Rolling Stock Branch) returned last month from China. As reported in previous "News Letters," they left Australia about 12 months ago under engagement to UNRRA to assist in the rehabilitation of the Chinese railway system.

Mr. R. Wilson (Sub-foreman, Rolling Stock Branch)—the third member of the mission—is expected back this month.

Introduction of modern methods of maintenance of locomotives, cars and waggons was their principal work. That they succeeded handsomely in their, at times, heart-breaking task is shown by the letters and verbal expressions of appreciation from Chinese railway authorities.

When they reached China, the extent to which the railway rolling stock, buildings, bridges and signalling equipment had been destroyed almost made the proposed rehabilitation look impossible. However, under the overall guidance of UNRRA and with the co-operation of local railway authorities and staffs, these Victorian Railwaymen were responsible for many outstanding achievements in restoration.

OUTSTANDING SUCCESS OF FAR-NORTH RESO TOUR

VOTING the tour an experience outstanding for its interest, surprises, comfort and pleasure, the Reso party of 40 representative Victorians returned to Melbourne on June 13 after a month's visit to Central Australia and Northern Territory. It was the first Reso tour since 1939 and, although the Reso Train itself was not used, comfortable train arrangements were made by the three systems concerned for the rail journey between Melbourne and Alice Springs.

Mr. L. C. Bromilow (Manager, Publicity & Tourist Services), who represented the Department on the tour, said that the party was unanimous in its expression of surprise at the possibilities for development in the region visited. Some were so impressed that they intend taking a financial interest in several undertakings. Others have become self-appointed "travel ambassadors to stimulate visits by others to an area teeming with interest—and a winter paradise."

SOME HIGHLIGHTS OF THIS 5,500-MILE TOUR :

- Visits in the Alice Springs area to Palm Valley, the Hermannsburg Lutheran Mission and Standley Chasm.
- Inspection of a gold mine at Tennant Creek where the richness of the ore greatly impressed the party.
- Swimming in thermal pools at Mataranka Homestead and Berry Springs.
- An address at Darwin by the Administrator of the Northern Territory (Mr. A. R. Driver), and a motor launch tour of the Darwin Harbour.
- An inspection of a mob of 1,250 cattle on the Barkly Tableland—a vast expanse of grasslands, but practically treeless. This intrigued the party, especially the country men who closely inspected the various pastures.
- Close-ups of bustard turkeys; native companions performing their dances; kangaroos; and thousands of zebra finches.

Although the hotels *en route* were of poor standard, the ever-increasing number of visitors through the area is causing hotel owners to plan for better accommodation and amenities.

Owing to the lack of accommodation at Alice Springs, Bond's Tours (the organization that cooperated in the running of the tour) has established a permanent camp for visitors. Parties are accommodated in comfortable two-person tents, with canvas flooring. There is a large messroom; also shower rooms with ample hot water; toilet conveniences; store-room, etc. Flowering shrubs and lawns surrounding the site make an attractive picture. Plans are in hand for extending the facilities.

The equipment provided on the tour was excellent.

A new feature was a cooker (heated by a blow-lamp of the primus type), which enabled meals for the whole complement to be prepared irrespective of wood supplies and weather conditions. Throughout, the meals were the subject of praise by the party.

Several highly commendatory letters have been received by the Chairman (Mr. N. C. Harris) from members of the party whose individual opinions confirmed the general impression that the objects of the tour had been handsomely achieved. Here are some extracts :

Mr. D. E. Robertson, Executive, Commonwealth Fertilisers and Chemicals Ltd.

"Apart from the personal satisfaction, the trip was an educational experience of real value. One gets a sense of a vast continent and, for myself, the mental horizon now seems boundless after seeing our apparently interminable plains and the incredibly old rock formations. The people, both white and native, were a revelation which every Australian should experience."

Mr. C. M. Rathbone, Garage Proprietor, Castlemaine.

"The educational value to not only the members of the party but to all those with whom they come in contact in the future is beyond measure. Your Manager, Mr. L. C. Bromilow, was tireless in his efforts for the smooth running of the organization, and I am sure all members greatly appreciated his ability and tact throughout the tour."

Mr. E. H. Peacock, Managing Director, Peacock Bros. Pty. Ltd., and Consul for the Czechoslovak Republic.

"A most interesting and illuminating tour; has given room for very much thought and discussion. No effort was spared by Bond's organization to see that the whole party learned everything possible about the Territory."

Mr. S. J. Salmon, Director, Lawrence & Hansen Electrical Pty. Ltd.

"I spent the period with the greatest of comforts, good fellowship and interest, and returned with a real appreciation of the conditions of the Northern Territory which one could never learn from either books or the press. I would like to say thank you for your backing of the possibility to see a section of Australia which is under so much discussion at the present time."

Grand Work For Hospital

FORMED about nine months ago to raise funds for the building of a new wing at the Orthopaedic Hospital, Frankston, the Newport Workshops Orthopaedic Hospital Auxiliary is receiving splendid support. Already, over £200 has been collected by means of pay-day contributions of from 3d. per person. Recently £20.10.0 was collected one day.

Driving force behind the movement is Welder Jake Attrill, of the Steel Construction Shop, who is the Honorary Secretary. The President is Boilermaker Les. Colquhoun and the Treasurer, Boilermaker Harold West.

To further assist the Auxiliary, the Committee has arranged a big variety concert of 20 items at the Williamstown Town Hall on Friday, August 15. Many prominent artists, including several from the Workshops, will appear. Admission prices are: 3/- and 2/-.

Come along and help a very deserving cause.

STRAPHANGERS IN USE

AN additionally attractive feature in five of the new cars, now in service on the suburban lines, is the provision of straphangers secured to strong steel rods across the compartment, each rod held in position by brackets attached to the roof. Three of the new "T" class cars carry the rods—three rods to each car, whilst two "G" class cars are similarly equipped—in this case, five to each car.

Each rod is 6 ft. 8 in. above the floor of the car, and the four hangers on each rod can be easily reached by an adult passenger of small stature. Grips, which are made of reinforced bakelite, are connected to the rods by leather straps.

This innovation will be welcomed by standing passengers during peak hours.

CAREER OF Mr. WADELTON AN INSPIRATION

"MANPOWER shortages? Why, they haunted me on the day I became a Stationmaster away back in 1914—and they were on my 'door-step' the very day I retired 33 years later as Stationmaster at Spencer Street." That was the forthright statement



Mr. Wadelton

to the "News Letter" by Mr. C. L. Wadelton when he retired last month after 47 years in the Department, 12 of them being at Spencer Street.

During the First World War, he became a Stationmaster at St. James. It was a small but busy station with heavy wheat loadings, especially during the record-breaking harvest of 1915-16. He was then faced with a most acute manpower shortage. "My solitary, hard-working subordinate was an Operating Porter," Mr. Wadelton said, "and soon he enlisted. To overcome my dilemma, I was sent a Lad Porter, but he could be spared for only three days a week. . . ! So you can see that manpower deficiencies at Spencer Street were not entirely novel to me."

As one of the Stationmasters at Spencer Street throughout the whole of the Second World War—and its worrying aftermath—he had a strenuous time. Without his cheerful and amiable approach to his complicated tasks, particularly over the last eight years, he confesses he could not have carried on.

He joined the service in 1900 as a Junior Clerk in the Head Office of the Audit Branch. But he wanted to become a practical railwayman; so he asked for a transfer to a station. His pals of those days thought he was foolish wanting to go "outside." Still, he *did* become a Stationmaster and went all over the State, later becoming a Traffic Inspector at Bendigo. Subsequently, he was appointed Chief Clerk in the District Superintendent's Office, Bendigo.

He continued in that position for a time but, pessimistic about his prospects on the administrative side, he did not hesitate, once his mind was made up, to don again a Stationmaster's uniform, this time at Warrnambool.

Those two vital and widely-spaced decisions, each with a moral for every ambitious young railwayman, typify the determination that has won for Mr. Wadelton a high reputation amongst the great Stationmasters of the Department.

Referring to the days of leisure ahead, he said with a hearty chuckle: "In the words of a sage, I'm going to do nothing in particular and do it very well!"

Best Wishes To "Alex." Edgar

THE "News Letter" regrets to report the premature retirement due to ill-health of Mr. L. G. (Alex.) Edgar, who, in most of the years since he entered the Department in 1912, has been Timekeeper at Newport Workshops. In the last war, he controlled the Timekeeping of the Aircraft Section at Newport.

Mr. Edgar, who served in the First World War in the 37th Battalion, lost an arm at Messines in 1917, and after his return became keenly interested in returned soldier activities.

Colourful E. E. Branch Identity Retires

WITH the retirement of Mr. George S. Scott, (A.M.I.E., Aust.) Overhead Superintendent of the Electrical Engineering Branch, a vivid, picturesque personality departed from the railways. A highly competent Electrical Engineer with an enviable record of achievement in countries beyond Australia, he had been associated with our suburban service as Overhead Superintendent since its electrification in 1919.

His native vigour and courage were displayed at a very early age when he went to sea as a cabin boy, steward and emergency deck hand until he reached the earliest legal age of apprenticeship—14.

Once launched on his career as an Electrical Engineer, he crammed into his early years a bewildering series of experiences. He was only 17 when he entered the service of Robert Blackwell and Co., working on overhead tramway construction in England at Liverpool, Chester and Birkenhead. The Corporation Tramways at Birkenhead then required his energy for an important post, and he was not 21 when he was appointed Overhead and Permanent Way Superintendent with the Corporation Tramways at Southend-on-Sea.

Later Spain, India and Brazil were "high spots" on his growing visiting list, and his genius for work regardless of temperatures and physical conditions made him almost a legend among engineering men. In between his trips and big engineering jobs in those countries, he was engaged for the control of overhead tramway construction in a number of English cities. In 1908 he was secured for the electrical overhead construction of the London, Brighton and South Coast Railway for which he became Overhead Superintendent of equipment, maintenance and construction.

His career in this Department was distinguished by the same determination, the same quick-witted readiness in the solution of problems which had marked his record in other parts of the world.

MORSE CODE EXPERT

BERT INGRAM, Chief Telegraphist at Ballarat, retired recently with more than 47 years' service behind him—nearly all of it spent in telegraph offices. His memories go back a long way, to the days when "senior operators received a maximum of £150 per year, and some came to work in bell-toppers and frock coats."



Mr. Ingram

The wealth of reminiscence that Mr. Ingram can conjure up shows that the man behind the telegraph key sees more, knows more, and certainly hears more, of what is going on than most railwaymen. The job is by no means lacking in its humorous moments, either. One of the little gems from Mr. Ingram's collection tells of the train driver who ran over and killed a straying cow. The telegraphed report concluded: "This is only one of the many escapes this

same cow has had."

In his retirement, Mr. Ingram is relaxing in his garden and at bowls. "One long chapter is over, and I now commence the next," he says. "I leave the service with many good friends and, I sincerely hope, with no enemy."

AMERICAN RAILROAD LEADER HERE IN WARTIME ROLE LOOKS BACK

EARLY in 1942, a small group of American railroad officers arrived in Australia. Their task was to investigate, on behalf of American High Command, the capacity of Australian railways for handling military transportation. At the time, there was general agreement in America that Australia's defence weakness was the lack of an adequate railway system. Leader of the American team was Brigadier-General Paul W. Johnston, Vice-President of the Erie Railroad. A recent issue of the "Illinois Central Magazine" includes comments by him on "Railroading in Australia."

General Johnston found the Australian railway mileage per head to be more than twice that of the United States. He found, too, that the "fraternity among railroad men throughout the world" was strong in this country. "Everywhere there was a desire to co-operate, an eagerness to 'swap' ideas and a willingness to make adjustments to meet requirements of the United States forces."

An elaborate programme had been prepared for sending Lend-Lease railway equipment to Australia. But it soon became obvious to the Americans that most of the equipment could be built in our own workshops. This Lend-Lease project was scrapped.

"The railway workshops were one of our best sources for the manufacture of emergency military equipment," says General Johnston. He mentions particularly the provision of hospital trains.

Complicated Jobs

New tracks and yards were built for American food and stores dumps, improvements in handling facilities to expedite traffic at break-of-gauge points were worked out co-operatively, and improvisation that would severely "trouble the conscience of the old Army or Ordnance Quartermaster Officer" was arranged.

On the staff side, experienced Australian railwaymen were loaned to the Americans—a gesture especially appreciated as "the railways were already undermanned and it meant sacrifice to do this."

Naturally enough, the break-of-gauge problem was found "a real nightmare for a railway operating man." General Johnston recalls the Japanese taunt at Australians: "You are not a country, but only five separate islands."

The Japanese domination of the Pacific in 1942, he points out, showed Australia clearly that railways are vital to defence.

Will They Remember ?

"It was a lesson that the Australians and such of their Allies as were there will never forget: that a country without a strong internal transportation system—a system capable of mass transportation of men and materials, a job that only railroads can perform—is in jeopardy when war comes." (*At least we hope they will never forget, but we are apprehensive.—Ed.*)

In lighter vein, the tale is told by General Johnston of an enlisted man attached to his section. The private—a 15 stone, 6' 4" Kentucky man—was given the job of loading three trucks. "On the first day he called my executive officer and said he could not load our freight because the cars had not been placed at the platform. He was told that it was his job to see that the cars were placed and to insist on an engine doing it. He soon called again and said: 'Sir, the cars are placed.' 'How did you do it?' asked the executive officer. 'I shoved them from the yard myself,' was the private's reply."

From that day, his nick-name became "Shunter."

Varied Sporting Career

ARTHUR W. MORRIS, a manifestly popular railwayman with a ready smile and a courteous manner, recently retired from the service to the great regret of the many hundreds who knew him. He entered the Department as an Apprentice Car and Waggon Builder in October 1897, starting at Newport where he was later to be employed on the construction of the first "Tait" cars. After a period at Spencer Street he went to Stawell as a Car Builder in 1911, becoming a Leading Hand in 1921. Subsequently he returned to Newport, but had periods at Jolimont and North Melbourne Workshops, also.



Mr. Morris

His private life was crowded with activities. As a runner at the beginning of the present century, he won several handicaps over distances of from 100 to 440 yards. In the Stawell

Gift he was first in his heat, but was defeated in the semi-final. At the first Henley-on-the-Yarra he rowed in a Footscray four, and was a member of a Footscray eight, securing wins at Barwon and Ballarat in 1910. Also he was a follower and half-back for the Footscray Seconds in the Association competition about the same period.

At Stawell he devoted his energies to first-aid and was leader of the Ambulance team which won at the South Street Competitions against "all comers" in 1913. In 1923 his team won the V.R. Championship and was third in the Australasian Railways Championship the same year. Incidentally he was one of the first members of the V.R.I. which started its activities in 1910.

Always a good unionist, Arthur joined in 1907 the Newport Workshops Union, parent of the Amalgamated Society of Railways' Employees, from which sprang the V.R.U., now the A.R.U.

Hot News For Skiers !

THE fascination of ski-ing at Mt. Buffalo National Park will be greatly increased this winter by the engagement of two professional instructors, Mr. Len Green and Miss Patsy Finlayson, both ski-ing experts from Mt. Kosciusko, who have the distinction of having graduated in the sport at the Hannes Schneider school in Austria.

Well known to "Buffalo-ites" is one of the assistant instructors—Mr. "Bill" Marriott, a V.R. man who has had several years of teaching experience there. With every promise of a "good" winter (which means "deep snow" to the skier) ski-ing at Mt. Buffalo National Park this year should attract many enthusiasts, not only those who have been booked in for months, but the many hundreds who visit there on Sundays. All skiers will be happy to know that new equipment has been added to the stock of skis and boots for hire.

SOME JUNE RETIREMENTS—IN BRIEF

“UNCLE VIC.” to his mates, and Driver V. Murray officially, one of the Department's most experienced Engine Drivers has driven his last train. He had been stationed at Mildura for 10 years, but his renown as a cook is State-wide. The Rest House at Donald will miss him especially. Never late for duty, always on the spot ahead of his rostered time, Driver Murray has always been the answer to the Sheet Clerk's prayer.

If heredity has anything to do with it, “Uncle Vic.” has many pleasant years of retirement ahead. His mother is still hale at 97.

* * *

Repairer J. H. Wittingslow, of Broadford, had 44 years' service to his credit before retiring. He followed in father's footsteps when he joined the railways, for his father was a Ganger who spent 40 years on the job. “Joe” was one of four brothers to follow Dad into the railways. Two of the brothers are still railwaymen, stationed in Melbourne.

As a young man, he played football and cricket for Broadford. Those were the great days, he recalls, when the batsman received a pint of beer for every four he hit.

* * *

After 37 years' service Fitter's Assistant W. Basford of Geelong, retired last month. Before coming to the railways, he was a Merchant Seaman, serving on the old-timers “Innaminka,” “Marloo,” “Kooringa” and “Westralia.” He was on the “Paroo” when it ran ashore at Point Lonsdale 50 years ago. These days, fishing provides his main relaxation. He is an expert on the choice of baits and the care of fishing gear.

* * *

A June retirement was Goods Guard C. D. Elliott who joined the service in 1910. After working at Geelong and then Korumburra, he was transferred to Melbourne Yard in 1921—and he had been there ever since.

In his youth he was a keen swimmer and good cricketer. He captained Geelong Eastern Cricket Team for many years, and his local record for highest score on a matting wicket—152—stood for several seasons.

There will be plenty of young faces around him in his retirement, for Mr. Elliott has 15 grand-children.

In 1911 Porter James Manton became a railwayman. He was allocated to the staff of Flinders Street. When he retired last month he was Head Porter—and had spent his whole career at the one station! Is it a record? In his job he witnessed the change-over from steam to electric services, and saw the volume of traffic handled at Flinders Street double itself.

Always a keen first-aider, he was once a member of a winning Corps in the annual Ambulance Competitions. In his young days he was a handy amateur boxer and foot runner. He still follows boxing and you can often find him in the ringside seats at the Stadium.

* * *

When he joined the railways in 1900, Driver D. H. Thomas, of Ballarat, received the sum of 1/6 per day. Last month he retired—after having risen to the position of senior Engine Driver in the service. He qualified as a Driver 36 years ago and was employed on all classes of trains, including the Royal Train for the Duke of Gloucester.

Mr. Thomas was twice President of the Railway Auxiliary of Ballarat Orphanage. For many years he has been a member of the Ballarat V.R.I. Committee.

* * *

Only five months short of 50 years' service, Mr. E. E. Prosser, Stationmaster at St. Kilda, retired last month. His railway experience was wide. Lad Porter at Myrtleford was his first job, followed by a period at Springhurst, and then a transfer to Wodonga as Signalman. He was Assistant Stationmaster at various stations, and in 1912 Stationmaster, Diapuro. Pimpinio was his next station, and then Jung and Drouin. In 1921 he took charge of the Heyington-Darling line as Travelling Stationmaster and continued in charge for 18 years. During that time the line was extended, first to Eastmalvern and later to Glen Waverley. St. Kilda claimed him in 1939.

In his younger days Mr. Prosser was a noted trap-shot and won numerous trophies during his time in the Wimmera district. He has always been interested in country football, and while at Drouin was elected President of the local club, and an official of the Gippsland League.

Mr. Prosser's present “weakness” is golf, with gardening a close second.

Choral Society's Venture

WITH the object of popularizing choral work among the younger people, the V.R.I. Choral Society is giving an annual scholarship which will be open to singers (all voices) between 18 and 25 years of age. Non-members of the Institute are welcome. Entries close on August 1.

Discussing the venture, Choral Society President J. S. Morcombe said that it was hoped to make the scholarship an annual event. Entrants will require to rehearse with the Choir each Monday night. At the end of the year, there will be an examination by Dr. A. Ehrenberg, Conductor of the Choir.

The winner will be given 12 months' tuition by one of Melbourne's leading tutors in voice production and solo singing. In addition, the Society will bear the cost of the books necessary for study.

FOR DIESEL STUDENTS

TO stimulate interest in diesel traction, a group of railwaymen formed the Diesel Engineering Society as an Institute activity. It has now completed its first year—and a most successful one. At the recent annual meeting, with which was combined an enjoyable social evening, the President (Mr. F. Marriott) and the Secretary (Mr. E. H. Bowles) outlined the work performed, and dealt with future plans.

During the year, visits were made to a number of depots and workshops where diesel engines could be studied at first hand. Lectures were given by highly qualified members of a number of metropolitan engineering firms. Several appropriate films were screened.

Railwaymen who would like to join this progressive Society are invited to get in touch with Mr. Bowles by writing to him at the Institute.

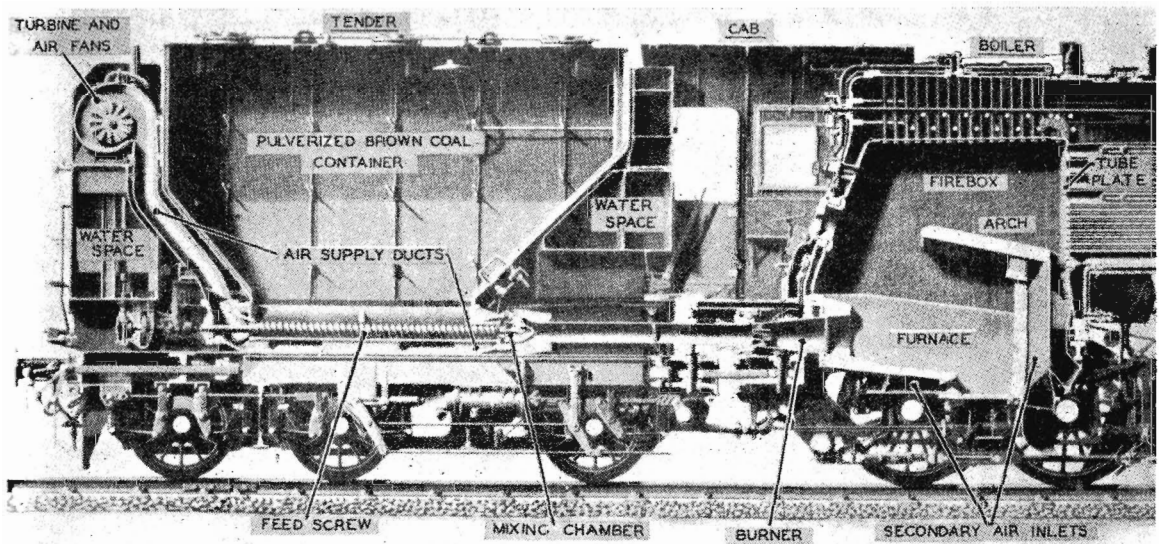
The Victorian Railways NEWS LETTER

AUGUST 1947

Issue No. 203

PLANNING CONVERSION OF TWO LOCOMOTIVES TO PULVERIZED BROWN COAL FIRING

AS the use of pulverized brown coal in Victorian Railways' locomotives would appreciably assist in making this State less dependent on black coal supplies from New South Wales, it is planned to convert two locomotives to pulverized brown coal firing and subject them to trials as early as possible. This action follows one of the recommendations by Messrs. W. O. Galletly and W. H. Chapman (Engineers, Rolling Stock Branch), who recently returned from an official tour overseas, including a visit to Germany.



LATEST SYSTEM SHOWN ON TENDER AND FIREBOX OF THIS GERMAN LOCOMOTIVE

An order for two sets of equipments and spare parts, costing approximately £12,200, was recently placed with Henschel & Son, of Cassel, Germany. This firm was one of the leading locomotive builders in the world and for many years had been prominently associated with research connected with the development of efficient pulverized brown coal firing equipment for locomotives.

Over a period of approximately 10 years immediately prior to the Second World War, the German State Railways operated a limited number of converted locomotives under service conditions with pulverized brown coal as a fuel, and the equipments now on order by the Department incorporate all their latest developments.

These will be installed here as illustrated in the sectional view above. The normal grate and ashpan will be replaced with a brick-lined furnace with two burners installed in the rear wall.

The pulverized fuel will be carried in a sealed container with sloping sides which will replace the

coal bunker of the normal tender. To the bottom of this will be attached a cast-iron trough housing the two feed screws, and the fuel, falling by gravity on to these screws, will be carried along to the air-fuel mixing chambers and then blown to the burners by the air blast from the fans.

Less than 50 per cent. of the total air requirements, however, will be supplied by these fans, and this will pass along the ducts below the feed screws until it meets and combines with the pulverized coal at the mixing chambers. The balance of the air will be induced into the furnace, at the points indicated, by the action of the steam exhaust in the same manner as air is drawn through the dampers of grate-fired engines. The fans and feed screws will be driven by a steam turbine mounted over the rear of the water tank.

Delivery of the equipments to the port of shipment by the end of February next is provided in the contract.

IN THE DAYS OF UNSAFE WORKING

The Terrible Helmshere Crash

ONE of the most terrible accidents arising from the parting of defective couplings occurred on the Lancashire and Yorkshire railway on September 4, 1860. It took place near Helmshere, a station some 14 miles north of Manchester. During the evening of September 3, there had been a fete at the Bellevue Gardens. Three trains were needed to take the passengers away from Manchester at the end of the entertainment. They were despatched at 10-minute intervals, starting about 11 p.m.

The first train finished its journey in safety. Not so the second and third. The second train, hauled by two engines, had 31 carriages in its make-up and found the steep incline up to Helmshere station a very stiff pull.

However, it arrived at last, but no sooner had it stopped than there was a sudden snap, and the rear 17 carriages started to slip down-hill. The detached portion was moving so slowly that one of the guards succeeded in catching the van and applying the hand brake.

But the momentum was too great for the brake to take effect, and the run-away carriages gathered more and more speed in their downward plunge.

Too Late . . .

Meanwhile the third train had begun to ascend the incline. The horrified driver suddenly saw the carriages hurtling towards him and at once reversed his engine. Before he could come to a stop, there was a terrific collision. The locomotive was demolished, and the last two run-away cars were crushed to fragments and their passengers scattered over the line. Ten persons were killed in the smash and 22 suffered fractured limbs. Fortunately nobody in the third train was hurt.

Today, of course, carriages are equipped with the Westinghouse or vacuum brake which applies automatically on all vehicles if a coupling fails.

DEATH OF MR. C. DAVIS

THROUGHOUT the Head Office and beyond there was deep regret at the news of the tragically sudden passing of Mr. Charles Davis, Commissioners' Secretary. Aged 55, and with 37 years of splendid service to his credit, Mr. Davis was an officer who worked unsparingly at the higher administrative levels of the Department.

His success was a confirmation of the promise he had shown soon after joining the Transportation Branch as a Junior Clerk in 1910. In those far-off days he revealed ability that brought him selection for transfer to the Secretary's Branch in 1915.

In the same year, Mr. Davis enlisted in the First A.I.F., gained a commission and returned, after service overseas, to the Department in 1919. After acting as Private Secretary to several Commissioners, he was selected in 1938 for the responsible post of Commissioners' Secretary.

In that senior administrative position, he was in daily contact with the three Commissioners, dealing with files on all aspects of railway affairs. His comprehensive knowledge and experience materially contributed to the smooth functioning of the general administrative work.

His death was all the more regrettable as he had been chosen for a higher post in the Secretary's Branch.

To his widow and daughter, the "News Letter" extends sincere sympathy in their grievous loss.

RUNNING TRACK WAS START OF ROMANCE

WHEN Wilma Collins (Typiste, General Passenger and Freight Agent's Office) went to Sydney about 18 months ago with the V.R.I. Women's Athletic Team her performances on the track were keenly watched by one onlooker—a male.



Wilma Collins

Culmination of that interest was the announcement last month of her engagement to the one who admired her prowess on the track: Terry Gleeson, who is the State half-mile champion runner of New South Wales.

Wilma's career since leaving school in 1944 has been studded with outstanding displays in many different phases of athletics. The highspots of her record were outlined in the "News Letter" of January last.

Terry was for six years in the Second A.I.F., serving in the Middle East and the Islands. When he left Australia in 1940 his kit included a pair of spiked running shoes—and wherever he went those shoes went with him. . . . Whenever and wherever possible Terry kept up his running form. In the thick, tropical growth of the Islands, he had no compunction about clearing his own running tracks of a 100 yards or more. . . .

Expanding Tourist Services

THE tourist activities of the Department will be further extended by the re-opening of branches of the Victorian Government Tourist Bureau in Brisbane and Adelaide this month. The Brisbane branch will be located at 206 Adelaide Street, a prominent position adjoining the Queensland Government Tourist Bureau.

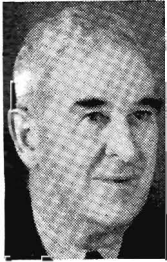
The premises have been reconditioned and will present an attractive appearance in keeping with the high standard of the Victorian Government Tourist Bureau.

The Manager in Brisbane will be Mr. J. J. Stewart who, after returning from Burma where he was a prisoner-of-war for several years, was appointed second-in-charge in the Sydney branch office. Miss D. Swan, a Brisbane girl now engaged with the Red Cross, will be Mr. Stewart's general assistant and typist.

The Branch of the Bureau in Adelaide will be located in the new premises erected for the South Australian Government Tourist Bureau at 18 King William Street. This modern Bureau, which is close to North Terrace, should further stimulate tourist traffic between South Australia and Victoria.

Mr. Gordon Peart, who was formerly Manager of the Tourist Bureau in Perth which represented the three Eastern States, and who served in the transport section of the U.S. Headquarters in Australia during the recent war, will be in control of the Adelaide Branch.

POPULAR STORES BRANCH CHIEF RETIRES AFTER ALMOST 50 YEARS' GRAND SERVICE



Mr. Sergeant

AFTER 49 years' sterling service, Mr. H. S. Sergeant (Comptroller of Stores) retired last month. Throughout his long association with the Stores Branch, in which he occupied a succession of important posts until he became Head of the Branch in 1935, Mr. Sergeant displayed outstanding capacity. He was a recognized Australian expert on progressive stores systems. In 1921, he accompanied the then Comptroller of Stores (Mr. C. W. J. Coleman) on a tour to the United States of America to study all aspects of stores operation. On return, he was entrusted with the responsibility of bringing the whole of the stores organization of the Department into line with modern stores methods. This took about six years to complete, and involved the re-organization and layout of 200 storehouses, depots and sub-depots.



Mr. Stewart

Among other improvements effected by Mr. Sergeant were the designing and establishing of the General Storehouse and the creation of the Reclamation Depot at Spotswood. These activities alone will remain a monument to his many years of outstanding service.

Mr. Sergeant was loaned to the Commonwealth Government in 1939/40 for 12 months to establish the stores organization of the newly-formed Department of Aircraft Production. In addition, he played an important part in the organization of the V.R. Machine Gun Carrier Section in 1941, when the Department was appointed the Australian Co-ordinating Contractor for this work, the largest of all munition projects.

His assistance had been sought on many occasions for consultation as to stores systems in other States, as well as Victorian State Departments and business and charitable institutions. It is not without interest to mention one instance—Pentridge. . .

Appointed President of the Victorian Railways Institute in 1939, Mr. Sergeant filled that position with great distinction until 1944. On his retirement, he was elected a Life-Member as a mark of appreciation of his valuable services. Mr. Sergeant's popularity was widespread in the Department. The esteem in which he was held in his own Branch was emphasized when more than 150 of his staff, representing all grades in metropolitan and provincial centres, tendered him a farewell social at the Victorian Railways Institute on July 21.

Indifferent About Money

A man to whom money means nothing has retired from the Department. He is Mr. W. E. P. Charteris, who has handled so many hundreds of thousands of pounds on his job that bank notes have become, for him, merely so many pieces of paper.



Mr. Charteris

When he joined the railways in 1900, Junior Clerk Charteris was stationed in the Cash Office. When he retired 47 years later, he was Officer-in-Charge of that same office. He held other positions in the interim, of course, and was for many years with the Bookkeeper's Division.

Bowls are his main recreation. He took up the game about five years ago. He is also an ardent football fan, and has followed Fitzroy since he was a lad.

His plans for retirement are to play a lot more bowls, and to cheer Fitzroy on to a League Premiership. Maybe a lot of cheering will be needed—but good luck!

MONDAY, JULY 21, was an important milestone in the career each of Messrs. L. C. Stewart and C. W. Weate. On that day, they became Comptroller and Assistant Comptroller of Stores respectively. As they sat in their chairs and looked around, everything they saw was very familiar. Both had, for 12 months in 1939/40, occupied the same posts while Mr. Sergeant was on loan to the Commonwealth. Practically the whole of Mr. Stewart's 42 years' and all of Mr. Weate's 41 years' of railway service have been devoted to a variety of functions in the Stores Branch.



Mr. Weate

In 1931 Mr. Stewart was appointed Chief Clerk of the Branch, and four years afterwards became Assistant Comptroller of Stores. Later, he served as a member of the State Government's Emergency Supply Board, which arranged for the placing of emergency supplies of food and other civilian essentials throughout Victoria to meet any possible destruction of supplies under war conditions.

Mr. Weate's progress has been almost, but not quite, identical with that of Mr. Stewart. Variations include the

STORE OF MUSICAL TALENT

SO "well-stocked" (!) is the Stores Branch from a talented musical viewpoint that, for Mr. Sergeant's farewell social at the V.R.I. last month, three of the four artists on the programme were members of that Branch. . .

William Howard Nokes (better known in the entertainment world as "William Howard") is a Clerk at the Newport Loco. Storehouse. He is a leading Melbourne baritone who, in 1946, reached the final in the "Sun Aria."

Possessor of a rich voice, Bert Loveless (Clerk, General Storehouse, Spotswood) is the baritone soloist at St. Paul's Cathedral, where he regularly sings at Evensong.

Accompanist for Messrs. Howard and Loveless was Cliff Hicks, A.Mus.A., who is a Clerk in the Head Office of the Branch. He is the very accomplished organist at the Flemington-Kensington Presbyterian Church.

pioneering, as Storekeeper, Newport Loco. Storehouse, of the new stores system introduced after Mr. Sergeant's visit overseas. Also Mr. Weate was, for a time, Manager of the General Storehouse, Spotswood.

In 1941, Mr. Weate was appointed Controller of the Machine Gun Carrier Section when the Department was made the Australian Co-ordinating Contractor for the production of machine gun carriers and spares.

High Praise For First-aid Men

At the end of 1946 there were 5,200 railwaymen proficient in rendering first-aid to the injured. During the year, 46 qualified for the eight-year Gold Medal, 47 for the five-year Efficiency Medal, 32 for the three-year St. John Bronze Medallion and many for annual certificates, including 136 for first-year certificates.

This is a record to be proud of. Presenting some of the metropolitan railwaymen with their medals and certificates last month, Mr. Commissioner R. G. Wishart congratulated them warmly on the success they were making of ambulance work. He specially commended the Gold Medal holders—"the backbone of the ambulance organization." He appealed to the older men not only to continue their study of first-aid, but to encourage the young members of the staff to interest themselves in it.

First-aid is not only useful on the job, but also invaluable in the home. A man is never too young nor too old to learn. The ages of the 1946 award-winners ranged from 16 to 63. The Ambulance organization is perpetually active and the live-wire Ambulance Officer (Mr. Bill Blackburn) will arrange classes to suit the convenience of any group. All large centres and most small centres have classes running already. Mr. Blackburn will be pleased to open new classes anywhere in the State.

Obviating unnecessary pain or mutilation—perhaps saving life—must appeal to you: so enrol now. . .

FIRST VICTORIAN COUNTRY LINE WAS TO GEELONG

THURSDAY, JUNE 25, 1857—a little over 90 years ago—was a tremendous day in Geelong when the first country railway line linking Geelong with Greenwich (now part of Newport) was opened for traffic. On the day preceding this big event, Geelong celebrated in a sumptuous way.

First there was an inauguration ceremony at which a conspicuous figure was the Governor of Victoria, Sir Henry Barkly. He was proud indeed to lead a procession through the streets of Geelong, and marching behind him were not only prominent trades-people, but railway workers carrying picks, shovels and crowbars, also a collection of aboriginals each one wearing a vividly coloured blanket and cap presented to him for the particular occasion.

But the excitement of that event was eclipsed by the abandon of the subsequent banquet when 2,500 guests, including 500 who had travelled by special train from Melbourne, sat down to a magnificent spread. Five and a half tons of poultry and various other meats, 15 cwt. of fish and savouries, 15 cwt. of pastries, 12 cwt. of jelly and ices, nine cwt. of fruit and one ton of bread were consumed. There was an array of crystal—over 8,000 pieces—for the use of the guests in consuming liquid nourishment. . . .

The rail service comprised three trips daily from Geelong to Greenwich, stops being made at Cowie's Creek, Duck Ponds, Little River and Werribee. Cowie's Creek, which became Cowie in 1900 and was later re-named Corio and then North Shore, was called after James Anthony Cowie, an associate of John Batman, who arrived at Point Gellibrand from Van Diemen's Land in 1835. Duck Ponds was later changed to Lara. The line, which was built by the Geelong and Melbourne Railway Company was bought in 1860 by the Government, because the Company could not carry on due to financial difficulties.

YOUNGEST GRAND-PAPA?



In friendly fashion, Actg. Welder Charles E. Askwith, of the Newport Workshops, challenges the claim ("N.L." June 1947) that Cyril Russell (Accountancy Branch) at the age of 43 is the Department's youngest grandfather. Charles has sent us the accompanying picture showing his daughter, Mrs. T. W. Green, and grandson, Rodney. He says that "the youngster was born on May 16 last and I, his grandfather, am only 42. My wife is aged 38 and my mother—Rodney's great-grandmother—is only 62. Who knows, maybe I can claim a triple record!"

Mrs. Green, who was born in Bendigo, was married in Australia to an officer of the U.S. Navy. She left for the United States last year, and her baby was born at Mexico, Missouri, where she now lives.

From the Commissioners—

GOODWILL BUILDERS

THE following letter records an appreciation of good service:

"Recently my wife left a "Telex" hearing aid in a sleeping berth compartment of the Sydney Express. Reaching Spencer Street, I reported this and one of your officers wired the Stationmaster, Albury, requesting that a search be made.

Later, I received this instrument from your Inwards Parcels Office, and I would now like to express my appreciation of the courtesy shown to me by your officers, and of the very careful way in which this fragile and expensive instrument was packed for transit."

This is yet another of the many instances gratefully reported in which railwaymen have shown a live and personal interest in the recovery of an article that means so much to the owner.

We share the writer's appreciation of the excellent service, more especially as it all helps to foster that goodwill which is so important in these highly competitive days . . .

V.R.I. Tennis Finals

In the finals of the V.R.I. Tennis Association, there were some exciting flashes of play, with the Accountancy Branch and Spotswood winning the "A" and "B" Grades respectively.

"A" GRADE: Accountancy Branch d. North Melbourne Workshops (4 rubbers, 10 sets, 90 games to 4, 9, 87).

D. Caven (A) lost to D. Bickness (NM), 4, 6; 3, 6. J. Conboy (A) d. F. King (NM), 6, 1; 6, 5. K. McIver (A) d. F. Creighton (NM), 3, 6; 6, 5; 7, 5. J. Cashman (A) lost to A. Hewitt (NM), 1, 6; 5, 6.

Doubles: Cashman and Caven d. Hewitt and King, 6, 1; 6, 1. Conboy and McIver lost to Bicknell and Creighton 3, 6; 6, 3; 5, 7. Cashman and Caven d. Bicknell and Creighton, 6, 5; 6, 4. Conboy and McIver lost to Hewitt and King, 1, 6; 6, 2; 4, 6.

"B" GRADE: Spotswood d. Spencer Street (6 rubbers, 12 sets, 72 games to 27 games).

E. Grant (Spotswood) d. H. Gilmore (SS), 6, 1; 6, 2. L. Bertuch (S) d. B. Flynn (SS), 6, 3; 6, 4. B. Finlay (S) d. J. Coad (SS), 6, 1; 6, 3. R. Blair (S) d. A. Wisken (SS), 6, 1; 6, 3.

Doubles: Grant and Finlay d. Gilmore and Coad, 6, 1; 6, 4. Bertuch and Blair d. Flynn and Wisken, 6, 4; 6, 0.

Mixed Apple Pie And— All From One Tree . . .

TALKING of apples. . . would you like a Granny Smith, Red Delicious, Red Gravenstein, Five Crown, Red Jonathan—or perhaps one of nine other delectable varieties? And *all* from the one tree! The fact that it can be done is only one of the horticultural achievements of Mr. R. N. Jones (Clerk, Live Stock Agent's Office).



Mr. Jones

Born at Wandiligong (three miles beyond Bright and nestling snugly in the shadows of the Australian Alps), Mr. Jones has, from childhood, maintained a deep and expert interest in the cultivation of all kinds of fruit. Besides the "freak" apple tree, he has a plum tree producing up to seven different kinds of plums. His book-shelf on the horticultural subject is both extensive and authoritative.

Latest effort of Mr. Jones to arouse widespread interest is the raising of an entirely new seedling fig at his home in Preston.

As yet unnamed, this interesting youngster in the fruit family is of medium to large size and of a somewhat more squat shape than the conventional fig. When fully ripe, the fruit is juicy and sweet. Last year, the seedling produced about 40 lb. of figs.

Connoisseur's Choice

Mr. Jones won a scholarship at the tiny State School in Wandiligong and came to Melbourne to complete his education. He began as a Messenger at the Melbourne Goods Depot in 1918, joined the salaried clerical staff three years later, and has been in the Live Stock Agent's Office for 25 years.

But, to return to apples. When his teeth penetrate one, his reaction is different from yours and mine, as we expectantly await a juicy, flavour-packed reward. His approach is precisely the same as that of a wine judge at the Royal Show whose palate—and nothing else—only knows the taste of a choice wine.

Mr. Jones's favourite apple is of some importance. Here are the selections of this connoisseur: for eating—Red Delicious; for cooking—Granny Smith.



(From top: Messrs. Freston, Watson, Fleiner and Keating)

"SPLENDID EXAMPLES OF SAFETY FIRST"

AT the height of the Victorian campaign to reduce road accidents, it was announced that railway road-motor drivers taking part in the National Safety Council's Freedom from Accident Competition recorded a 94 per cent. pass for the 1945/46 year. Again they set an example to all drivers, and again proved themselves a credit to the service. Seventy-five drivers were entered, of whom 11 became ineligible because of not being employed on driving duties for the full year. Sixty drivers won awards. The "possible" of 16 consecutive years of accident-free driving was obtained by four drivers—Messrs. Freston, Watson Fleiner and Keating. Among the other awards were one 15-year medal, six 10-year medals, five 5-year medals, and 25 bars to medals won previously. There were 23 qualifications for the certificates issued during the first four years of safe driving. Mr. Commissioner M.J. Canny, who presented the awards, described the medals, bars and certificates as "symbols of commonsense," and the success of the men as "a splendid example to others of 'Safety First'." One of the successful drivers was Mr. R. N. Beatty who had nine successive years of safe driving to his credit before enlistment. This year he qualified for the 10-year gold medal. While on service in New Guinea, he won a "Mention In Despatches".

"NEWS LETTER" WENT OVERSEAS ON ACTIVE SERVICE, TOO

SOON after the war began, the "News Letter" went off on active service. Copies of this ubiquitous little sheet found their way to the Middle East deserts, the Grecian hills, the Canadian snows and the Pacific jungles. They went to bomb-racked England, to Malaya and Singapore, Darwin, the Torres Straits, and to every corner of Australia where the Navy, Army or Air Force had an establishment. They brought a little breath of home to lonely camps: a wistful remembrance of the job, and of the fellows carrying on with "the Department."

The "News Letter" was sent to the four corners of the earth. And back came letters from railway men and women, telling news of promotion, stories of what had been happening to them, and requesting information.

"Can you tell me where Bill Smith is now?"
 . . . "Will you settle an argument for me?"
 . . . "What correspondence courses are running at present?"
 . . . "Please get me four tickets in the Tudor Bungalow raffle".

Postcards, airgraphs, notes scribbled on odd bits of paper, long letters—all cheerful, maybe all a little homesick—flooded in during the war years. Every letter was answered. The "News Letter" file of letters grew higher and higher until (as an airman on leave described it) "you'd need oxygen to get over it in a Liberator."

As time went by, some of the files bore messages pencilled in the office: "Won the D.F.C."; "Awarded M.M." But other messages were grim: "Killed in Action"; "Prisoner of War." The railway family had its bitter, as well as its happy, moments.

With victory and demobilization, the mailing list shrank rapidly. Back to the job came the erstwhile soldiers, sailors and airmen, and WAAFS, AWAS, and AAMWS. A handful of them is still in uniform, and the "News Letter" goes to them every month. But the great majority of railway folk have returned, and with them the "News Letter" has come back from active service. It has had its moments. It, too, has seen the world. . .

SOME RECENT RETIREMENTS IN BRIEF

These Items Reveal Varied Interests of Seven Veteran Railwaymen

PRODUCTION Assistant Harry Haslam, of the Newport Workshops, has retired after more than 49 years' service. He will long remember—and so will his workmates—the tributes paid (at a presentation) to the loyalty, good-will and respect he inspired. "Harry takes with him our appreciation of a job well done" writes one of his colleagues. "We shall be the poorer without his genial personality, plus his keen wit and humour. His interests, however, extend beyond the realm of workshops practice and embrace the welfare of the less fortunate Deaf and Dumb folk, as well as the children in the Orthopaedic Hospital at Frankston. He will have more time now for this worthy work, a sphere in which his talents will be lovingly applied and gratefully received."

Prize-winner

Seven prizes for best-kept lengths, three for best-kept departmental residences, and one for tree-planting and station-decoration are ample proof of the keenness and neatness of Repairer Tom Willis, of Kangaroo Flat, who has reached the age of 65. A wallet of notes goes with him as a tribute from his mates. Tom has always had many interests; he has been a keen follower of football and cricket and an enthusiastic fisherman, but his "real hobby" is gardening. For some years he was Drum Major of the Bridgewater Brass Band, and led the Band in country marching competitions. Tom's 6 feet 4 inches of robust masculinity made him a model Drum Major.

Public-spirited

Repairer R. A. Charry, who entered the service in 1912, has retired. Tallangatta was his first headquarters, then Tatong, Benalla and finally Rushworth, where he has resided for 30 years. He has always taken an active part in local sporting activities. He is a Life-Governor of the Mooroopna Hospital, a member of the Progress Association, and he is also in the Dads' Association. One of his sons served in the R.A.N.

Sportsman

Although keen on all sports, fishing and shooting are the main interests of Repairer G. H. O'Brien; he has the reputation of being one of the best shots in the Numurkah district. His skill at whistling up foxes is famous, and he is especially keen on football and cricket. He can run up an eleven at euchre while the average player is still wondering whether to lead the right bower. He has retired, now, after 40 years on the job—a period broken during the First World War in which he served from 1914 to 1918. "In 40 years with the Department, I have never heard him complain about anybody," says one of his mates.

"On Time All"

With deep satisfaction, Goods Guard J. F. Batson looked at his watch and saw that No. 35 had come in on time. It was the ideal finish to his last trip in the van, the best way for a transportation man to pass his last mile post after almost 50 years' service. Colac for 17 years and Warrnambool for the last 19 years were his chief locations. In his younger days,

he was a keen fisherman and an expert with the gun. Latterly he was, for six years, Secretary of the Warrnambool Branch of the Dads' Association, as well as Association Secretary of No. 7 Country Group comprising 13 branches. He now wears a wristlet watch, presented to him at a recent social evening, where about 60 of his friends gathered to wish him good luck and a long life.

Seaford—Sunbury

Mr. F. A. Forbes, Stationmaster, Seaford, who has retired, joined the service on March 19, 1900, when he was appointed Lad Porter at Sunbury. After 12 months he was transferred to Melbourne Yard as Block Recorder, subsequently reaching the grades of Signalman and Assistant Stationmaster. In 1914 he was appointed Stationmaster at Axedale and in 1916 transferred to Langwarrin, then an important military centre. Later he was in charge at Longwarry, Darnum and Nagambie. In 1927 he took charge of Sunbury (where he began as a Lad Porter and where, from 1912 to 1914, he was Assistant Stationmaster). He was appointed to Seaford 17 years ago, since when many local movements—in which he has taken an active part—have combined to make this one of the most popular of our bayside resorts. Mr. Forbes won many departmental prizes and commendations for station-decoration. As a young man, he was a successful foot-runner and on Boxing Day, 1905, won the Traralgon "Gift." Later the same day he won the 440 yards handicap.

Came Back

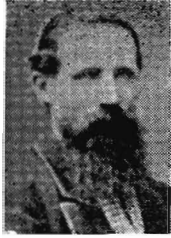
Ballarat Roadmaster Mr. Bert Charman, joined the Department as a lad of 16. But he had the wanderlust in his young days, and soon resigned to take up a job in New Zealand. After a year or so there, he returned to Victoria, and in 1908 became a railwayman once more. He rose through the grades of Repairer, Platelayer, Leading Platelayer, Ganger, and Special Ganger to the position of Road Foreman. He was in charge of sections at Hamilton, Dimboola, Maryborough and Ballarat before his promotion in 1940 to Roadmaster, Ballarat. Bert is the father of two daughters, both of whom married railwaymen. He has now retired, "During my years of service," he tells us, "I have seen many changes in railway working, and I have no regrets at having become a railwayman. In fact, I have enjoyed every minute of it."

THANKS

"Recent Retirements" are supplied by the supervisors and colleagues of railwaymen throughout Victoria. The "News Letter" warmly appreciates this help—which allows a state-wide cover to be maintained—and wishes to thank contributors sincerely.

. . . . AND AN INVITATION

Please keep up the good work!



James Blackie



Mrs. James Blackie



William Blackie, Sr.



William Blackie, Jr.



Lindsay Blackie

THE BLACKIES

Colourful Railway Family

THE four-generation railway family of Blackies began with James Blackie and his wife, nearly three-quarters of a century ago. James was a partner in the firm of contractors (Blackie, Vallence and Quale) who helped to build the railway line from Buangor to Ballarat. On James's death, his widow joined the Department as a Gatekeeper at Ararat.

Four of their sons became railwaymen. Dave was Officer-in-Charge of "Room 10" and during the latter part of his 43 years' service had charge of the general distribution of the truck supply. Norman pioneered train running on the Crowes line. He later spent 3½ years on active service with the First A.I.F., and was stationed at Whitfield on his return. Ultimately he became Passenger Guard at Ballarat.

Wimmera Identities

Steve was with the Way and Works Branch for over 25 years, rising to Works Ganger, Ballarat. William was employed on the permanent way from 1883 until his retirement in 1926. His first job was on the Grampians Tramway, and he later moved to Stawell and then to Ararat.

William's son—also called William—became a Way and Works Branch Clerk in 1906 and was employed at Ararat for 10 years. After short periods at Dimboola and Warrnambool he was transferred to the Way and Works Staff Office and remained there until superannuated, because of ill-health, in 1939. He now lives at Elsternwick.

In turn his son, Lindsay, came into the service, also as a member of the Way and Works Branch. He was 5½ years with the R.A.A.F., rising to the rank of Sergeant-Photographer. He spent 18 months in Malaya, and was evacuated to Sumatra and then to Java.

Epic Voyage

The rapid Japanese advance left him, and about 90 other R.A.A.F. men, stranded in Java, but they found a 1,500-ton native coastal boat in the harbour.

They commandeered it, and worked it back to Australia. The only one aboard who held a Master Mariner's certificate was a L.A.C., He navigated the little ship home. There was no radio aboard and their entirely unexpected arrival in Fremantle caused unprecedented consternation.

Lindsay was posted to aerial survey work for a while, and then up to Darwin for 18 months. He is now back with the railways, working in the Photographic Division at Head Office.

A colourful family, the Blackies—and a true railway family, indeed.

Foundation Member Of E.E. Branch Retires

MR. ALFRED ERNEST SEABRIDGE was transferred to the Electrical Engineering Branch on the very day it was created in 1913. At that time, preparations were in hand for converting the suburban train service from steam to electric traction. In the expansion of the Branch, Mr. Seabridge has played an outstanding part on the administrative side.



Mr. Seabridge

He became Branch Accountant in 1924 and held this key position until the day he retired last month. He was the financial adviser to the Chief Electrical Engineer (Mr. H. P. Colwell) whom he accompanied each month to the regular conference with the Commissioners on the period working results. His lucid presentation of financial statements was always greatly appreciated.

When he first joined the service at the tender age of 13, he was a very proud Telegraph Messenger at Spencer Street, his weekly wage being a modest 12 shillings. He little thought that eventually he would be handling (at least from an accounting viewpoint) hundreds of thousands of pounds of public money.

Mr. Seabridge leaves the Department with the great affection and esteem of all who knew him. An easy chair and a box of water colours (he has a flair for painting), combined with several eulogy-packed speeches made his last day in the service—July 14—a happy and memorable one for "Jock" Seabridge. . .

DEATH OF MR. W. M. CLARKE

In railway and military circles there was sincere regret at the death last month of Mr. W. M. Clarke (Assistant Engineer, Electrical Engineering Branch), at the age of 53.

Shortly after the outbreak of war in 1939, Mr. Clarke was loaned to the Department of the Army. He was attached to the Design Division under the Master-General of Ordnance. At the end of his six years' army service, Mr. Clarke held the rank of Lieut.-Colonel as Deputy Superintendent of Design. In that position he had performed highly valuable work.

Actually, Mr. Clarke joined the railway service in 1910 as a Junior Clerk in the Audit Branch. However, he was always interested in technical matters, and transferred to the Electrical Engineering Branch as a Draftsman in 1915, becoming an Assistant Engineer in 1922.

SUCCESSFUL V.R.I. BOXING-WRESTLING FIXTURES

COMplete success crowned the first post-war Amateur Boxing and Wrestling Competitions conducted by the V.R.I. last month. There were 128 competitors in 98 open, novice and beginners' events, in each of which there were the various weight divisions. Open to amateurs all over the State, regardless of V.R.I. membership, the competitions in the wrestling section saw some brilliant performances by the boys from the V.R.I. Gymnasium. They won 11 of the wrestling contests, and were runners-up in nine others. In the boxing division, they won three and were runners-up once.

On the night of the finals, over 600 people—an all-time record crowd—were rewarded with a great evening's sport. A feature was the remarkable planning by the organizers. Setting 11 p.m. as the absolute dead-line for finishing, the whole of the 20 final bouts and formalities were concluded precisely at the appointed time.

This year, the Competitions were of greater im-

portance than ever. They were the "preliminaries" leading up to the State Championships to be conducted by the Victorian Amateur Boxing and Wrestling Association. From these Championships will emerge prospective contenders for inclusion in Australia's team to take part in the next Olympic Games.

Of the many sporting identities seen at the Competitions at the V.R.I., mention should be made of two: Jim Angel and Harry Hopkins. A former amateur wrestler, Jim has been with the V.R.I. Gymnasium since 1924, and has been wrestling coach for the past 11 years. He has a class enrolment of 70, and has had up to 55 working out at the one session. This is believed to be the largest wrestling class in the British Empire.

Harry Hopkins, also an ex-amateur wrestler of class, was the wrestling referee throughout the Competitions. His general control and decisions were the subject of many favourable comments. Harry, who is attached to the Overhead Superintendent's Depot, Flinders Street, is a member of the Council of the Victorian Amateur Boxing and Wrestling Association.

Football Finals

After a most successful season in the V.R.I. Football League, the final four was composed of: Melbourne Yard, North Melbourne Workshops, North Melbourne Loco. and Spencer Street.

Leading goal-kickers for the year were: Tom Murfitt (Melb. Yard), 39 goals; Harold Casley (N.M. Loco), 31; George Matheson (Melb. Yard), 26; and Bob Burgess (N.M. Workshops), 18.

When this issue went to press, preparations were in hand for the first semi-final to be played on July 30 at Olympic Park, where the second semi-final (August 6), final (August 13) and grand-final (August 20) will also be played. Admission 11d.

GREAT MEETING PLACE

A little-known part of the Victorian Railways Institute's activities is the hiring of rooms at Headquarters for meetings by many cultural, social and sporting bodies from outside the railway service. All told, there are 126 permanent bookings for rooms; rarely, if ever, is there a meeting room unoccupied on any night, apart from Sunday, during the year.

These organizations cover a wide field. There are cat lovers, rose devotees, former residents of country towns, dog admirers, fuel merchants, piscatorial enthusiasts, talented debaters, ex-servicemen's associations, poetry lovers. . .

Taken at random, these are some of the groups regularly meeting at the Institute: Old Tasmanians, Old Walhalla-ites, National Rose Society, Numismatic Society, British Bull Dog Club, Royal Horticultural Society of Victoria, Australian Cat Club and the Koala Association.

Mr. W. E. Elliott (General Secretary, V.R.I.) told the "News Letter" he was gratified that the Institute was able, by means of accommodation and other services, to facilitate the work of so many worthy, community-serving organizations.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners.

George Snell Talks On Value Of Sport

IN Victorian amateur and professional cycling circles there is no better-known or more widely-respected personality than George Snell. For most of his life he has been either a cycling competitor or an administrator—and he has excelled in both spheres. Departmentally he is a Storeman and in charge of the yard at the Metropolitan Receiving Depot, Spencer Street.



George Snell

"Forget my career in your write-up," said George to the "News Letter" last month. "Emphasize that every young railwayman should, for his health's sake alone, take part in some kind of sport. Naturally, I favour cycling. There are few sports, particularly road cycling, that provide healthier or more invigorating pleasures."

But George takes a broader view, that stretches beyond cycling out into the whole field of sport. "Sport gives the young man an entirely different conception of life," he says. "The very act of fitting oneself physically to succeed in sport opens up the way to more useful citizenship. It brings one a clean mind—a better mind that, once the day's sport is over, is alert to tackle the everyday job of living and working. But never let work and sport clash; keep a barrier between them."

George was president and organizer of the Victorian Cycling Touring Association, a successful body that organized for its 1,000 members many enjoyable social, non-competitive cycling outings on Sundays and week-ends. He has been president of many suburban cycling clubs, and has represented, at the one time, seven country clubs on the Council of the Victorian Amateur Cycling Union. Also he has been judge and referee at numerous cycling carnivals throughout the State. He is widely known, too, as the cycling and general sporting commentator over 3AK every Saturday between 1 and 1.15 p.m.

George has been in the Department since 1916, passing through the Transportation and Way and Works Branches on to the Stores Branch, first, at the Reclamation Depot, then on organizing work at country Stores Depots and, now, at Spencer Street.

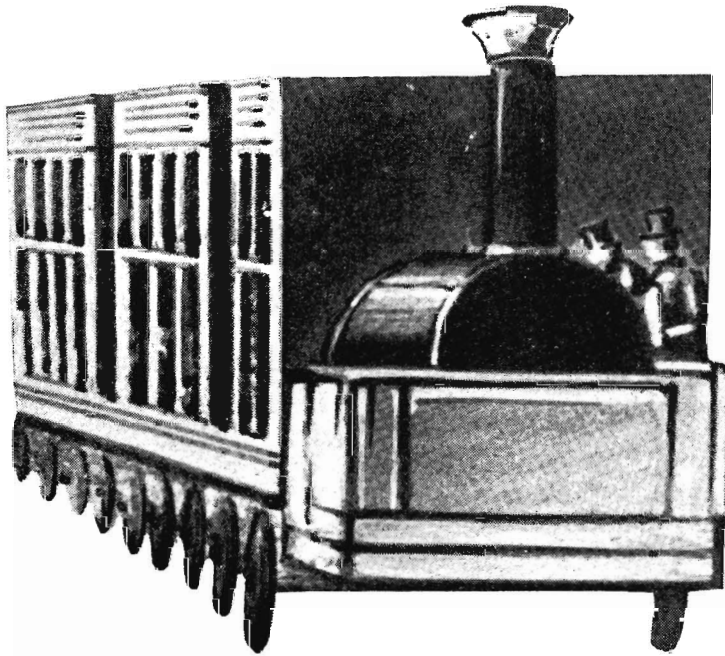
As a postscript, he wants it known that he is toying with the idea of a Victorian Railways Cycling Association, the ultimate aim being Interstate Railway Cycling Competitions.

The Victorian Railways NEWS LETTER

SEPTEMBER 1947

Issue No. 204

93rd BIRTHDAY OF VICTORIAN RAILWAYS CELEBRATED THIS MONTH



ENLARGED from a sketch made in 1854 by S. T. Gill—"the goldfields' artist"—this illustration is a conception of Australia's first steam locomotive. It was constructed at Melbourne in May 1854, by Robertson, Martin, Smith & Company, for hauling the ballast train when the Hobson's Bay Railway Company's line from Flinders Street to Sandridge (Port Melbourne) was being built.

Very limited details relating to the machine are available. It consisted of a 4 h.p. pile-driving engine mounted on a ballast waggon. The makeshift later gave further useful service. During at least two periods, it worked public traffic on the line when the passenger engine broke down.

The ballasting engine should not be confused with the latter, which was also built by the same firm, specially for the opening of the Hobson's Bay Railway on September 12, 1854.

THIS month the railways turn 93. The 4,748 route miles of tracks now radiating throughout the State (including 173 miles of electrified lines), present a vastly different picture from the Victorian Railways of 1854. The length of line open then was little more than two miles. An assembly of Victoria's most important personages gathered at Flinders Street on September 12, 1854, to take part in the opening ceremony of the Melbourne and Hobson's Bay Railway Company. They were headed by the Lieutenant-Governor, Sir Charles Hotham, and in the warmth of the early spring day they shuffled uneasily. They were making history—and painfully conscious of the fact.

Unfortunately the engines ordered from England failed to arrive in time for the opening and, rather than postpone it, the Company's engineer (James Moore) designed a locomotive for temporary use. It was capable of hauling 130 tons at 25 m.p.h. and cost £2,500.

Drawn up at the station, our first train presented a strange appearance. In front puffed Moore's engine, a six-wheeled affair with a high funnel. Then came an open truck, a 2nd-class carriage, and two 1st-class carriages (all of the latest pattern). The open truck next to the engine was reserved for the band of H.M. 40th Regiment who, resplendently arrayed, sweltered in the sun and split the air with martial music.

At 12.20 p.m., the engine sent forth a geyser of steam, the band played harder than ever, Sir Charles

raised his hat, Stationmaster William Jones gave the all-clear, the crowd roared madly with excitement, and away moved Australia's first train. Sandridge was reached, and the warships "Electra" and "Fantome," standing in the bay, fired a salute of welcome.

The engine wheezed to a stop, the guests alighted, and the train went off to collect a further batch from Flinders Street.

The Victorian Railways had been born.

Public traffic began the following day, with a half-hourly service in both directions. Ten weeks later, however, the engine broke down and services were suspended until Christmas Day, when the English locomotives arrived.

SERVICEMEN'S WELFARE EXECUTIVE POST TO VICTORIAN RAILWAYMAN

FROM several hundred applicants for a position probably unique in Australia, Lieut.-Col. Roy R. Gordon, D.S.O., E.D., B. Com., A.F.I.A. (Secretary of the Staff Board) has been chosen as Secretary of the Services Canteen Trust Fund. Both from administrative and war-service viewpoints, Mr. Gordon, who is 40 years of age, is eminently fitted for the post. Created by a recent Act of the Federal Parliament, a Board of Trustees under the Chairmanship of Brigadier A. S. Blackburn, V.C., who was a prisoner-of-war in Japanese hands, will administer a fund now estimated to be in the region of £4,000,000.

This money represents the accumulated profits and assets from the operation of service canteens in the three arms of Australia's fighting forces during the Second World War. Main function of the Board will be the education of ex-servicemen's children and the general welfare of ex-servicemen.



Mr. Gordon

With an almost life-long interest in soldiering, combined with a profound admiration of the fighting qualities of Australian servicemen—gained in actual warfare—Mr. Gordon will bring a well-informed and sympathetic approach to the many and varied problems arising in his new position.

Mr. Gordon joined the Electrical Engineering Branch as a Junior Clerk in 1923, and in 1926 was selected for transfer to the Secretary's Branch. Between 1933-35, he assisted in a special investigation of several accounting problems.

Later, he became Private Secretary to the Chairman, Transport Regulation Board, subsequently carrying out important economic research and investigations for the Board. Three years afterwards, he was seconded to the Minister for Transport to make a

special survey and report on the organization of transport in Victoria.

He served with the Militia before the war, and in 1939 was a Major in the 6th Battalion (the Royal Melbourne Regiment). He dropped to the rank of Captain to join the Second A.I.F. in 1940, being posted to command a Company of the 2/3rd Machine Gun Battalion. Serving throughout the Syrian Campaign, he gained his majority in 1941. He was doing a course at the British Staff College, Haifa, when his unit was shipped to Java, where the majority of them was taken prisoner.

From July 1942 until the end of 1943, he was Commanding Officer of the 1st Australian Junior Staff School, where his administrative ability won commendation. His promotion to Lieut.-Colonel came on his appointment to command his original unit, in which capacity his gallantry and leadership in New Guinea operations won him the Distinguished Service Order.

He was recalled to the Department in 1945 to assist in the formation and conduct of the Rehabilitation and Welfare Section for servicemen returning to the railways—an experience that will be invaluable in his new position. With the virtual completion of that work, he became Secretary of the Staff Board.

Was Nurse To Locomotives For 47 Years

IT was a hard school in those days. Definitely a hard school." Even now, 47 years later, Mr. W. D. S. Holmes vividly recalls his apprenticeship training at Newport Workshops. But the "hard school" produced highly skilled tradesmen, and Mr. Holmes, who stood high among them, reached the responsible position of Chief Foreman, North Melbourne Loco. Depot in November 1944. Last month he retired.

The eternal round of "AB" examinations, running repairs, fuel loadings and rosters is over for him now.

In their place is a delightful prospect of leisure years beginning with a trip to New Zealand next month, followed by a visit to the Barrier Reef.



Mr. Holmes

Mr. Holmes has earned his retirement. As Foreman Mechanic and then as Chief Foreman he spent the war years at North Loco. The demand for locomotives to transport troops and materials was never-ending. The need for secrecy and the inconvenience of black-out conditions were added difficulties.

But all that was asked was accomplished, and the Depot has a proud record. Yes, Mr. Holmes has earned his retirement.

During his railway career he covered the face of Victoria: Ballarat, Bendigo, Stawell, Benalla, Ouyen, Woomelang, Wodonga, North Melbourne, and Sey-

mour. In charge of breakdown crane operations he ranged over the whole system.

"What was your biggest lifting job?" the "News Letter" asked him. Mr. Holmes had to think over his answer carefully.

"I'd say the main girders on the Cremorne Bridge" he decided finally. "Of the 60 girders in the bridge we put 58 into place with two steam cranes. These cranes handled all the superstructure, and took out the old girders. Of course, the work had to be done at night, but we always managed to be clear by dawn and never delayed a train."

One of the milestones of Mr. Holmes's career was the introduction of oil-burning locomotives. Oil tanks were set up at his Depot. He is sorry to be missing the pulverized fuel experiments, but will be watching results with the keen appreciation of a railwayman who really knows the job.

DIED ON JOB

The tragically sudden death of Leading Shunter Edwin A. Bone came, last month, as a deep shock to his many friends. He was badly injured in a shunting accident and died on the way to hospital.

Mr. Bone, who was 62 years old, joined the Department on his return from the First World War in which he served abroad with the 29th Bn. He was appointed Shunter in 1923 and Leading Shunter in 1937. Two of his sons, Geoff. and Charlie, followed him into the railways and they are both Shunters at Geelong.

Sincerest sympathy is extended to his wife and family.

JOTTINGS ABOUT SOME RECENTLY RETIRED V.R. MEN

IT was near the end of the last century when a lad named Hermon Smith, son of Inspector W. T. B. Smith, was set to work turning the handle of a band saw at Spencer Street Workshops. Nearly 50 years later, on August 13, Foreman Hermon Smith retired from Spotswood Workshops. Hermon Smith was always a keen railwayman. He became a competent wood machinist by a course of training at the Working Men's College. His efforts were rewarded by his becoming the first supervisor in the Way and Works Branch to hold the title of "Foreman."

Although Skilled Labourer H. W. Date has come to the retiring age, he leaves his mark behind him, for he worked on the building of most of the departmental residences at Donald. He gave 37 years' loyal service to the railways, but he had other interests as well. He is, in fact, an authority on many sections of horticulture and an expert in the raising of *Straletzia Bird's Tongue* flowers and Mountain Peonies. With so much more time to himself in future, even his past magnificent efforts may be quite surpassed.

A Man And His Loco.

Dave Hyland has driven his favourite A2 "999" for the last time. After 47 years' service he has retired. Dave has been at Bendigo for the last 12 years, on the Bendigo-Melbourne passenger run. He is a popular figure, and the "Bendigo Advertiser" recently published his photo. standing in the cab of "999" for the last run. "He left the service with the sincerest appreciation of the Department and of his service colleagues," wrote the "Advertiser."

Good luck, Dave, and many happy days!

Safe Working Enthusiast

After 36 years' service, the last 14 of which were spent at Geelong, Electrical Fitter-in-Charge N. A. Nicholls celebrated his 65th birthday, and entered on a well-earned retirement. He first became a railwayman as a Fitter and Turner in the old Signal Workshops at Newport. Before his transfer to Geelong he spent periods at North Melbourne and Ouyen. He was always keenly interested in the technical side of safe working and many of his ideas are now standard practice. "He leaves the service with the best wishes from all who ever came in contact with him," wrote one of his colleagues.

Fish Take Dim View

V.R.I. tennis players will always be in the debt of Works Ganger E. J. F. Loader: one of his jobs was on the construction of the courts at Royal Park. After 42 years he, too, has settled back to enjoy a long

retirement. How is he going to spend it? Fishing, of course. He is a keen angler and has spent a lot of time at Eden, and on the rivers along Victoria's east coast.

Plenty Of Bias, Now!

On his return from the First World War, Fitter's Assistant W. H. Barrett became a railwayman. He had embarked in 1915, and seen service in Egypt and France. He was invalided back to Australia after being severely wounded in the Battle of Fromelles. Ballarat North Workshops was his first location. In 1926 he was transferred to Ballarat East Loco. Depot and remained there until his recent retirement. His main interest these days is bowling. He has been an active member of the Ballarat Bowling Club for a number of years. He is a Past President of the Ballarat Branch of the V.R.I., and has twice been President of the Ballarat Railway Carnival Committee which, each year, raises a large amount for charity.

"Magpie" Supporter?

Fitter's Assistant J. C. Corkhill, who has now retired, commenced duty in 1914 at Newport Workshops on what was then known as the Dd. Pit. Ten years later he was transferred to Jolimont Workshops and remained there until he reached the age of 65. In his young days he played football with Collingwood Juniors and cricket with Collingwood Traders. He also took a great interest in the activities of the younger men associated with the Gipps Street Methodist Church.

Miner-Railroader

Track Ganger J. McQueen, of Kyneton, began his career not as a railwayman, but as a miner. He took to mining at the age of 14, being on that work in Victoria, Western Australia, Tasmania and New Zealand. He was 35 before he joined the Department, but he was an enthusiastic type and soon acquired two prizes for best-kept lengths. His retirement will be spent at his two chief hobbies: fishing and prospecting. By the way, his mother is still fit and hearty at the age of 90.

Way And Works Chief At Big Overseas Congress

FROM overseas has come impressive information providing the background to a Congress attended by Mr. A. G. Fletcher (Chief Civil Engineer) at Lucerne, Switzerland, between June 23-28. In May last he left to represent Australia on the Inland Transport Industry Committee of the International Labour Organization at Geneva.

Since the end of the ILO meeting, Mr. Fletcher has been investigating modern trends in way and works matters in Great Britain and on the Continent. As part of that mission, he attended at Lucerne the first post-war meeting of the International Railway Congress Association—the outstanding international railway body. His presence there and the contacts established are expected to add greatly to the value of his trip.

Principal aim of IRCA is to encourage the free interchange of technical and administrative information among the world's railways; and generally

to foster good railroading in every branch. It includes 150 railway administrations. In addition, there are representatives of 34 governments and 11 other organizations interested in rail transport.

Due to the Second World War, no Congress has been held since 1937. However, the Secretariat has, in the intervening years, circulated much valuable information to members, providing pointers as to the direction in which research work and tests are being or can be most profitably conducted.

Agenda for the June Congress attended by Mr. Fletcher embraced a wide range of subjects, including the various types of railway ties and their initial cost and maintenance; light-weight passenger carriage and truck design and construction; the organization of efficient train services at the lowest possible cost; the operation of steam and electric train services during and between peak hours; and the housing of railway employees.

“ Our Electric Railway System Well Up To Best Overseas Standards ”

BACK recently after almost a year's absence on a visit to England and Europe, Mr. A. C. Stockley (Sub-station Engineer, Electrical Engineering Branch) told the “News Letter” last month that “allowing for the fact that I am an Englishman myself, my admiration for the British people has no ceiling limit. All that you read in the papers about the stoicism of the Britishers can be accepted: I have seen them and actually experienced the extremely hard conditions under which they are existing.”

In the initial stages, Mr. Stockley's visit was to be a private one to see his parents, but it developed partly into an important mission on behalf of the

Department. In England, Switzerland and Sweden he investigated modern developments in sub-station equipment, electric rolling stock, and electric traction generally. He visited firms making such equipment and made many inspections of British railways where the equipment was in day-to-day use.

He has brought back a mountain of plans, reports and literature, and is now preparing a comprehensive report for the Commissioners. Not the least



Mr. Stockley

important side of his departmental tour was the series of contacts he established with equipment manufacturers and railway systems. Each has great potential value in keeping the Department abreast of all developments in electrified train services and the equipment with which they are operated.

Mr. Stockley explained that the principal English railway systems using electric traction are the Southern, the L.M.S., and the L.P.T.B. The Southern electric service is both suburban and main lines; the other electric services are wholly suburban.

Distribution of electric power to trains is generally at 600 volts from conductor rails and not, as in this State, by 1,500 volt overhead lines. The conductor rails system is the only practical method that can be used in the tube railways operated by the L.P.T.B. However, for surface lines, it is not as suitable as the overhead system which, he found, will be used in the major electrification schemes to be soon carried out by the L.N.E.R.

In addition to the overhead system, Mr. Stockley found that other Victorian Railways' practices were

RADIO CLUB'S “ MAJORITY ”

HAVING recently celebrated its 21st birthday, the V.R.I. Wireless Club made it the occasion for resuming activities on the 40-metre amateur band. Like all other amateur radio enthusiasts, the V.R.I. radio station was silent during the war years.

Regular transmissions are now being conducted by 3RI each Sunday between 2.30 p.m. and 9.30 p.m. on 7090 KC on the 40-metre band. Many amateurs throughout the Commonwealth have already reported reception from 3RI.

It is hoped shortly to commence operations on the 20- and 10-metre bands. From the excellent reports to hand, there is no doubt that on these latter bands contacts can be extended to many other countries. Reports on transmissions, which will be acknowledged with the station card, will be appreciated by the Wireless Club.

Railwaymen interested in this subject are invited to write to Mr. H. J. Clark, Honorary Secretary, V.R.I. Wireless Club, Flinders Street Station Building.

well up to the standard of British and European electrified railways.

Turning from his official mission, Mr. Stockley said that conditions in England were very bad during the most severe winter that had been experienced for 100 years. The railways were not equipped for prolonged periods of extreme cold, and the movements of trains were often hampered seriously through the freezing of points and brake-rigging on rolling stock.

This led to considerable late running of trains. As an example, he mentioned that on December 20 last, when the maximum temperature was 26° F., he had the unpleasantly chilling experience of standing on Paddington station until after 3 p.m., waiting for a train which had been scheduled to depart at 1.30 p.m.

Owing to the lack of maintenance of tracks and rolling stock during the war years, the timekeeping of trains was not up to the pre-war standard, and late arrivals were common.

“I have returned to Australia,” Mr. Stockley said, “knowing that the people of Britain warmly appreciate all that is being done for them in this country, especially through the medium of food parcels. They are extraordinarily grateful. I should know for, while in England, I was receiving food parcels from Australia, and it was a great day when the precious parcel arrived. . . .”

“If I may make a suggestion to my fellow-railwaymen about the composition of food parcels, it would be this: send, if you can, items of food that can be spread over a number of meals. By that I mean, full-cream powdered milk, jams, tinned cheese, dried fruits and, above all, fats. My, those British housewives say that every ounce of fat is diamond-studded!”

Metro's Chief Clerk Retires

THE son of a railwayman long since retired, Mr. Harry Walker, Chief Clerk in the Metro.

Superintendent's Office, Flinders Street, has himself reached the age of 65. He does not look anything like 65—you might even take him for 50—

but he has nearly 50 years of railway service to his credit.

The number of locations he has served at reads like a working time-table.

From 1929 to 1936 he was Motor Transport Supervisor at Batman Avenue Garage. He was transferred to the Metro, Superintendent's Office in 1936 and remained there until his retirement.

Mr. Walker was a foundation member of the Salaried Officers' Federation (now the Australasian Transport Officers' Federation),

and State President for the last seven years. He was also a Federal Councillor and Federal Vice-President. He gave most of his spare time to Federation activities and his guidance was frequently sought by fellow-members.

His breezy personality and ready willingness to help will be greatly missed in the Department.



Mr. Walker

Triumph Of "Sweet, Sugar-coated" Service

WHEN, in substitution for brown sugar, large quantities of white sugar recently became available on breakfast tables throughout the State, harassed housewives did not know that the prompt transport of that much-coveted foodstuff was due to splendid, co-ordinated work between the Colonial Sugar Refining Company and the Department.

Advised that in four to five days' time two ships would arrive in Melbourne with 1,600 tons of white sugar for urgent rail distribution and, if possible, simultaneous reception at nearly 300 widely-scattered stations, the Melbourne Goods Superintendent (Mr. R. W. Hosking) and his Chief Clerk (Mr. B. C. Bastrup) lost no time.

They sat down, and emerged with a plan that brought complete success.

Quantities of sugar for country stations ranged from 10 cwt-lots to 204, 163 and 151 tons for Geelong, Bendigo and Ballarat respectively. Securing a complete list of destination stations with the respective quantities of sugar for each, the railway officials drew up a loading programme including details of the best method of combining fractional truck loads for two or more stations. In some cases a truck contained consignments for up to eight different stations.

For the large consignments, trucks were made available at the Cowper Street Sidings to take whatever quantities the Company could deliver there

each day. Single truck loads for specified stations were dealt with at the Outside Loading Roads, while empty trucks were also sent to Yarraville, near the Company's works, for loading.

Mindful of the great need for getting the sugar speedily and safely to all destination stations, the Melbourne Goods Sheds staff and hundreds of railwaymen throughout the State co-operated splendidly, not one complaint arising from this big and quickly-executed movement.

That the Colonial Sugar Refining Company warmly appreciated railwaymen's efforts is shown in the following extract from a letter addressed by the Manager to the Melbourne Goods Superintendent:

"We consider it our duty to express to your Department and to the officer concerned our grateful appreciation of the manner and efficiency with which the recent heavy task of despatching large quantities of sugar to the country towns was carried out. The whole operation was completed with the least possible delay, and if it had not been for the co-operation and willingness of your Department, this would not have been practicable."

In a separate letter to Mr. Bastrup, the Company specially commended him for his part "not only for the service you rendered this Company but the public in general."

NEW CHIEF OF NORTH MELB. LOCO. DEPOT

THE new Chief Foreman at the North Melbourne Locomotive Depot is Mr. M. W. Noonan. Last month he ascended from the position of Foreman Mechanic to the top post at the Department's largest and most important locomotive depot.

He has taken over at a time of acute manpower and material shortages, but he surveys the future with confidence, based on a wealth of practical experience gained at many locations where the rejuvenating of locomotives has always been his special care.



Mr. Noonan

Mr. Noonan joined the service in 1913 as an Apprentice Fitter and Turner at the Newport Workshops. In choosing a railway career, he was following in the footsteps of his father, the late Mr. James Noonan, a well-known and greatly respected Stationmaster at many suburban and country stations.

Came the First World War and on reaching the age of 18 he, and another youth, were the first two railway apprentices to be released for enlistment. As a member of the 6th Bn., he was wounded in the historic Lone Pine Battle on Gallipoli in 1915. Later, he went on to France where in 1918 he was commissioned a Lieutenant in the 58th Bn.

Discharged in 1919, Mr. Noonan resumed rail-roading at Newport, but only for two years. After that, his record is a succession of moves, gathering on the way valuable practical knowledge at country locomotive depots and workshops—each move bringing with it promotion.

Be A "Recruiting Officer"

OF every 10 men joining the Department at present, five choose a railway career because they have friends or relatives in the service. This fact emerges from detailed records kept by Interviewing Officers.

It bears out what has often been maintained that, although railway life is not entirely a bed of roses, it is as good as most jobs, and better than many. It shows, too, that the most effective "recruiting officers" for new railwaymen are railwaymen.

Here is another significant figure: of the remaining new recruits, one in every six was previously employed in the Department, resigned, and came back again.

By now every railwayman must realize that more staff is essential if the service is to function properly. He must realize, too, that in his own interests and the interests of the service, he should lend a hand in our recruiting campaign.

In three months' time another batch of school-boys will be completing their studies and looking around for a job. During this period particularly let us make known what a variety the Department offers:—Apprenticeships, Engine Cleaners (18 years minimum age), Junior Clerks, Lads for Workshops and Lad Porters. Junior Clerks must have passed their University Intermediate Certificate examination, but no fixed educational standard is set for the other grades. There are good opportunities of advancement for all who have character, ability, health and ambition.

Keep your eye on the lads leaving school this year. Tell them what a railway career includes:—security, liberal annual leave, free pass, fare concessions, sick leave, and an interesting life in the State's largest, most varied and most important business.

The Platypus Comes Into Its Own

MR. DAVID FLEAY, B.Sc., Dip.Ed., Director of the Sir Colin MacKenzie Sanctuary at Healesville, who has just returned from America after delivering three platypuses to the New York Zoo, told the "News Letter" in a special interview last month that his charges are thriving wonderfully in their new home.

Their arrival has taken America by storm. Day after day crowds file past to see the "impossible" animals, and as many as 3,000 people have passed through the turnstiles in a single hour!

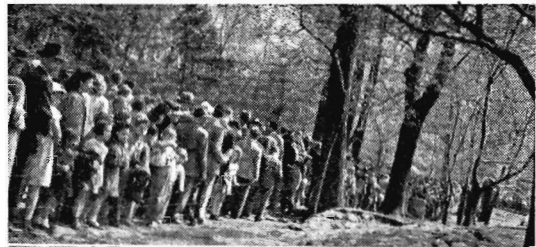
For the official debut of the new arrivals Mr. Norman Makin, Australian Ambassador to America, flew to New York and proceedings were filmed by news reel cameramen and press photographers, broadcast on a national hook-up, and even televised.

The platypuses are housed in an elaborate platypusary designed by Mr. Fleay. In cold weather the water is heated to 60 degrees. Platforms run around the tanks at varying levels to let a maximum number of visitors see these strange Australian animals at once.

Feeding presented a grave problem and for 9½ weeks experiments were made with different types of food—some of it flown from 1,000 miles away. A satisfactory diet was finally discovered, made up of night crawler worms, leopard frogs from Georgia, and fresh water yabbies from Louisiana.

While in America Mr. Fleay visited Zoos in Philadelphia, Washington, Chicago, San Diego and San Francisco. In all of them stress is laid on natural surroundings for the animals. San Diego Zoo attracted him particularly for, as he says, "there are as many eucalypts there as you will find at the Healesville Sanctuary. They were sent over from Australia about 25 years ago and have flourished. San Diego is a little breath of home."

He was impressed with American railroads and especially grateful to Mr. Fred. Annabel, a Southern Pacific executive, who helped him considerably. The main Los Angeles railway station also figures



Top—"3,000 people passed through in a single hour."

Lower—Newspapers and news-reels featured the platypuses to millions of Americans.

largely in his reminiscences. It has a "nickel in the slot" locker room and perhaps the strangest packages it ever has held were lodged by Mr. Fleay—a box of rattlesnakes and a box of gila monsters (poisonous Mexican lizards).

Of the pleasant experiences which befell Mr. Fleay there is a memorable one concerning our own "Spirit of Progress"—which, by the way, he considers compares favourably with the best American trains. "In the dining car," says Mr. Fleay with deep satisfaction, "I got the first real cup of tea I'd tasted in over four months."

Keep Them Up, Please!

JULY was significant for the Betterment and Suggestions Board. During that month 143 suggestions were received, the highest monthly total since November 1939. Throughout and since the war there has been a steady stream of ideas, with an average of one in six being adopted. The aggregate number of suggestions is now moving on to the 48,000-mark.

A glance at the subjects dealt with in July emphasizes the wide and fertile field the service presents for imaginative railwaymen to win awards for acceptable ideas. Proposals for eliminating wasteful methods at workshops, depots and stations are now being actively investigated.

Likewise, suggestions dealing with train timetables, tickets, use of stores and materials, office lay-out and a host of other subjects—all potentially valuable—are being closely followed up.

A gratifying feature is the number of alert suggestors who have submitted ideas dealing with aspects of railway operation entirely removed from their day-to-day jobs. For instance, some railwaymen whose duties take them to the country on specified missions, have seen scope for improvement in other Branches of the Department.

VERY HEARTY—AT 90

BORN in 1857—and still going strong: Mr. G. Frencham, a former Victorian Railwayman, who celebrated his 90th birthday on August 11. It will be noted that the Victorian Railways themselves had been in existence only three years when the cheery, active veteran arrived.

Mr. Frencham became a railwayman at the old Williamstown Workshops in 1872, which is a long, long time ago. On his retirement in 1917, he was a Foreman Car Builder at the North Melbourne Workshops.

Three of his sons have also been railwaymen: Frank is Works Sub-Foreman in the Way and Works Branch at the Newport Workshops; Ossie will be widely remembered as a former Dining Car Steward, while Roy was a Loco. and Electric Train Driver.

At 90, Mr. Frencham looks in his 80's, but just about feels in his 70's. Revelling in excellent health, he has his own work-bench at home; that has been his passion for many years past.

MELBOURNE YARD : FOOTBALL CHAMPIONS FOR 1947



IN a hair-raising finish, Melbourne Yard (7.9) defeated North Melbourne Workshops (7.7) on August 20 in the grand-final of the V.R.I. Football League—and won the Commissioners' Cup. Heartiest congratulations to both teams on a splendid year's play. Pictured above are the premiers. From left to right: sitting—L. A. Sands, C. J. Porter, L. L. O'Shea, T. R. Murfitt (V.-Capt.), G. Ray (Capt.), N. Pettit, W. Haines, A. Medlands, J. McPartland and T. Shannon. Standing—J. J. Boundy, T. Cox, A. Matheson, H. Anderson, K. J. Aubrey, W. V. Reid, J. T. Hoare, R. Redford, W. Brown and J. Bourke.

Best And Fairest

WHEN the umpires' votes for the best and fairest player in the V.R.I. Football League for 1947 were counted last month, there was no surprise that the honour had gone to Ken. Aubrey, a Leading Shunter at the Melbourne Yard. As a follower in the Melbourne Yard team he had performed brilliantly throughout the season.

Feeling in 1946 that he was out of condition, Ken. retired from the playing arena, but soon took on umpiring. However, when the present season was on the eve of opening, Ken. discovered that he was fitter than ever for the fray. . . . So he once more donned the Melbourne Yard guernsey with results that have won the endorsement of every other player in the Competition.



Ken. Aubrey

He began his football career in the Northern Lines team, then with the Flinders Street side, later transferring to the Melbourne Yard. Ken. has been a member of four V.R.I. interstate sides. For a time he also played with the Prahran Association club.

Leading Goal-Getter

In winning the goal-kicking in the V.R.I. Football League for 1947, Ron Murfitt (Shunter, Melbourne Yard), put up a splendid performance. Normally a back-pocket player, he transferred to the full-forward position this year for the Melbourne Yard team.

For the 1947 season he kicked 50 goals, including nine in the semi-final.

Weighing 12½ stone and 5 ft. 11 in. tall, Ron is a grand high mark with a spring that gains him many difficult marks. He is very accurate from all angles.



Ron. Murfitt

Like Ken. Aubrey, Ron began his football career with the Northern Lines team. In his first year, he was disabled for two months, but when fit again immediately came back into the game.

REBUKE THAT BROUGHT SUCCESS LATER

FOR the past 23 years, Mr. A. O. Henshaw (Line Supervisor, Signal & Telegraph Division, Spencer Street) has supervised telegraph and telephone construction and maintenance throughout the State: from Orbost to Mildura; from Wodonga to Heywood. Last month he retired after nearly 48 years' service.

He has seen the Department's "lines of communication" develop from an insignificant stage, and has played an important part in its progress.

But it might have been altogether different. . . . As an Apprentice Fitter and Turner, he became associated with locomotive construction at the Newport Workshops. There, an incident altered the whole course of his career.

Sternly rebuked for allegedly wasting time, his supervising officer later discovered that he had entirely misjudged the youth and, appreciating his skill and not wishing him to leave the service, he persuaded young

Henshaw to apply for a higher, potentially-better position in the old Telegraph Workshops, Spencer Street. The application was supported by a most glowing recommendation.

He got the position, and successively (and successfully) filled the posts of Electrical Fitter, Leading Hand Electrical Instrument Maker, Sub-Foreman and Foreman until he was appointed Line Supervisor.

"I have never forgotten that incident at Newport," Mr. Henshaw said. "It was a striking example of a man who, realizing his error, was big enough to repair what might have been irreparable damage to an impressionable young man."

One of his sons, Cyril, is a Clerk in the Staff Office of the Stores Branch. Another son, John, is now Science Master at Trinity Grammar School, Kew. John was for five years in the Department as an Apprentice Electrical Fitter. He won a scholarship through the Y.M.C.A., and went to Springfield University, U.S.A.. for several years.

The Victorian Railways NEWS LETTER

OCTOBER 1947

Issue No. 205

Secretaryship Of Railways Changes Hands



Mr. E. C. Eyers

THIS month the "News Letter" records with great regret the retirement of Mr. E. C. Eyers, Secretary for Railways for the record period of 24 years.

Mr. Eyers will be greatly missed in the counsels of the Department. A man in whom exceptionally alert intelligence, far-seeing wisdom, and a directness of vision were combined with wide knowledge and a quiet, unassuming manner, he was able to approach the many problems that came before him with a calm, judicial mind enriched by long experience of railway administration. Personal publicity has always been repugnant to him, but much as he may have desired it, anonymity was impossible in the important position that he distinguished for so many years, and he has acquired a wide circle of

friends, amongst public and railwaymen alike, whose good wishes follow him in his retirement.



Mr. Burt Kelly

Entering the Department as a Junior Clerk in 1897, after matriculating from the Hawthorn College, Mr. Eyers commenced in the Traffic (now Transportation) Branch. Revealing in his official duties the same outstanding ability that he had shown as a scholar, he was soon selected for one of the positions most coveted in those days by ambitious young clerical officers to whom arduous work and long hours were no discouragement—that of personal assistant

created Staff Board. He occupied that position until his richly-earned appointment as Secretary for Railways in succession to Mr. G. H. Sutton.

The regard in which Mr. Eyers is held by the Commissioners is expressed in the following letter addressed by them to him on the eve of his retirement :

"In noting with regret that you will relinquish the position of Secretary for Railways on Monday next, 8th instant, consequent upon your reaching the statutory retiring age, we desire to convey to you our deep and sincere appreciation of the splendid service rendered by you throughout the whole of your Departmental career, extending over a period of nearly 50 years.

"Your outstanding character and ability, your analytical mind, wide knowledge and sound judgement, have been of inestimable value not only to us but to all the previous Administrations with which you have been associated, while your unassuming manner and kindly disposition have done much to promote good relations between the Heads of Branches and all sections of the Service, as well as between this Department and other Departments of the State and Commonwealth.

"In officially bidding you farewell, we trust that the relief from the cares of office will enable you to enjoy a long and happy retirement."

Mr. Eyers's three sons all served in the Second World War. The eldest, Lieut.-Col. E. S. Eyers, O.B.E., was actively engaged in the Middle East and New Guinea, Chaplain the Rev. F. T. Eyers was also in New Guinea, whilst the third son, Lieut. H. C. Eyers, R.A.N.V.R., experienced some of the excitements of naval warfare on the destroyer, H.M.A.S. "Stuart."

The new Secretary for Railways is Mr. Burt Kelly, who entered the service as a Junior Clerk at Warrata four years after Mr. Eyers had started in Melbourne. Except for a brief excursion into journalism, Mr. Kelly spent the next 16 years in the Transportation Branch—learning the business of transport in the Melbourne Goods Sheds, in the Transportation Branch Staff Office, District Superintendent's offices, and as Secretary to the General Superintendent of Transportation. This experience was to prove very valuable throughout his official life.

(Continued on Page 2)

ROUND OF FAREWELLS

MR. EYERS was the Guest-of-Honour at two departmental farewells when warm and sincere tributes were paid to him. At the Hotel Australia on September 5, the three Commissioners and Heads of Branches entertained Mr. Eyers at a late-afternoon party when he was presented with a tea and coffee set. A few hours before he retired on September 8, Mr. Eyers was farewelled in the Head Office by the officers of his branch. There were three gifts: a painting and a set of books for himself and a wristlet watch for Mrs. Eyers.

At another send off at Menzies Hotel later on the same day, a number of old railway friends, including several who had already retired, wished Mr. Eyers long and happy years among his pictures and his books.

to the Secretary for Railways, Mr. L. McClelland. It is interesting to recall that in that position he succeeded Mr. M. J. Canny, now a Railways Commissioner.

Successive promotions, each involving heavier responsibility, found him in 1916 in control of the Staff Office of the Secretary's Branch and chief adviser to the Commissioners on all matters relating to remuneration and industrial conditions of the railway staff. Here his inherent sense of justice and fair play was an invaluable asset both to the Department and staff. The wide knowledge acquired by him in this field was to stand him in good stead when, in 1921, he was appointed Chairman of the newly

WHY FARES AND FREIGHTS WERE RAISED

EVEN with the increased fares and freights as from October 1, country return fares and the freight on wool and live-stock and on general merchandise under freight contracts, will still be lower than they were 20 years ago.

For the highest classes of goods, the ordinary rates will still be the same as in 1927.

By approving of higher fares and freights, the Government has adopted the only possible course. However, the additional revenue will meet only portion of the huge increases in expenditure over the past 10 years. As the result of industrial awards, etc., covering wages and conditions, the wages bill in 1946/47, compared with 1936/37, was about £4m. greater; advancing costs of materials account for upwards of £1m. per year.

No industry could possibly carry on indefinitely under such conditions without increasing its charges, but in spite of these ever-mounting costs, there has been no general increase in railway charges since 1927.

During the war years when traffic was abnormal, the railways were able to carry the increased charges. In the last four years, however, revenue has fallen steeply, i.e., from a wartime peak of £17m. in 1942/43 to less than £13½m. for the last financial year. Such a situation, combined with the huge increases in

expenditure, threatened the solvency of the railway system and the State itself.

Fares and freights have been raised in New South Wales (where the increases range up to 40 per cent.), Queensland and Tasmania, as well as in other countries, including Great Britain where the present railway charges are 55 per cent. higher than pre-war rates.

In the new scale, the burden of the increases has been spread as fairly as possible. In the case of suburban travel, a tapering scale, lessening as the distance increases, has been applied to journeys between Melbourne and stations on lines outside the tramway competitive area. Varying increases have been applied in the latter area.

The increases for workmen's weekly tickets do not exceed 1d. per day, and the same applies to 2nd-class monthly tickets, irrespective of distance. The percentage increases on country fares were also tapered in order to minimize the impact on fares for the longer journeys.

Goods rates in the highest classes (Classes 2 and 1) have not been increased; the next class (C) has gone up by only five per cent; rates on coal, firewood and briquettes have risen by 20 per cent.; and other goods, with the exception of those covered by freight contracts, by 15 per cent. Live-stock and wool rates have each been increased by 15 per cent. Freight contract rates for general merchandise, which were increased substantially by varying percentages, are still about 35 per cent. below the ordinary rates for such traffic. (See also Page 5).

The small influence of the increases in the freight contract rates on typical commodity units is revealed by the following:

ARTICLE	MAXIMUM AMOUNT OF INCREASE PER ARTICLE FORWARDED TO ANY VICTORIAN COUNTRY STATION
Per suit of clothes ...	2d.
Per pair of boots ...	1d.
Per hat07d.
Per tin of jam ...	½d.
Per lb. of tea ...	¼d.

At nearly all stations the effect of the increase is less.

FROM PAGE 1

Mr. Kelly's Career

In 1917 he became Secretary to the newly-created Railways Classification Board, and two years later he was occupying a similar position on the new Board established under the Chairmanship of the late Judge Winneke. In the next 12 years he was, successively, member of the Staff Board, Commissioners' Special Officer, and Chairman of the Betterment and Publicity Board.

In the last-named position, he had much to do with the preparation of publicity in connexion with the rail v. road controversy and with drafts of legislation designed to bring about the co-ordination of the conflicting agencies.

Mr. Kelly's knowledge of this subject led to his appointment as a member of the Transport Commission set up in 1932 to report on the regulation and control of transport. For the past 21 years, he has been a member of the Motor Omnibus Advisory Committee, which is a recommendatory body dealing with the establishment of motor omnibus routes within the metropolitan area.

Since the creation of the Transport Regulation Board, he has with great distinction represented the Department before that body and has enhanced his reputation both in respect of his transport knowledge and skill as an advocate.

BASKET-BALL EXPERT

IF anyone thinks that to be able to play women's basket-ball one needs only as much physical preparation as, say, for a game of euchre, then... For instance, being a girl, how would you like to give an emphatic "No!" to vanilla slices, meringues, chocolates and the like for weeks on end? Of course, if the "sacrifice" meant selection in a Victorian side to visit Adelaide, Brisbane and Hobart, it might be different.



Betty James

All of which leads us to Betty James (Typiste, Transportation Branch, Head Office), who is one of Victoria's outstanding basket-ball players. With the needful height and a keen sense of anticipation, she is the cool, efficient goal-keeper for Footscray. That is on Saturday afternoons. But she also plays one night a week with another team in a different competition.

Betty's interstate trips—"the Tassy one was glorious!"—underline her ability for she was one of 10 chosen from about 100 players eligible for selection. Apart from basket-ball, much of her spare time is devoted to singing.

Vital Emergency Showed Train Control's Value



ONE of the three "nerves" from which Central Train Control swiftly directed the whole of the suburban area, as described in the accompanying story. Here are Messrs. S. U. Elliot (Senior Train Controller)—at left—and H. A. Zeis (Chief Train Controller) studying the graph on which the running of suburban electric and metropolitan steam trains is recorded. The loud-speaker for incoming voices and the microphone through which the Train Controller converses are just beneath the clock.

WHEN the suburban electric train service was seriously affected between 11 a.m. and 1 p.m. on Friday, August 29, following the stop-work meeting of Special Class Signalmen at Flinders Street, Spencer Street and Melbourne Yard, Central Control was faced with an unprecedented situation. Never before had such a sudden, widespread dislocation of services been experienced.

But, through the medium of the ingenious selector telephone system at Central Control, 244 stations, signal boxes and depots scattered throughout the suburban area were simultaneously given verbal instructions enabling a temporary service to be operated. . .

At 10.45 a.m. on that day, Control officials heard a rumour of a possible stop-work meeting which would have far-reaching effects on the service. They immediately conferred, the main object being to minimize inconvenience to the travelling public.

Since no trains could approach to within a mile or so of the city stations, the Control staff swiftly devised a "shuttle" service to operate between outer-suburban terminals and stations as close as possible to Melbourne. The aim was to run Melbourne trains to stations with adequate cross-over facilities as near as possible to the city, where passengers could be directed to nearby trams and buses.

In broad outline, that was the plan. But it was important that it be made widely known, immediately, to many hundreds of the suburban operating staff and to the public. It was done with an "X" message. The three suburban control boards at Central leapt into action; a key on each was depressed; a loud-sounding "X" signal was flashed to each of the 244 points connected with Control and, with telephone receivers to their ears, railwaymen throughout the suburban area were given the essentials of the plan in one comprehensive statement.

At 12.30 p.m., it was learned that the men would return to work at 1 p.m., and steps were immediately

taken to organize a resumption of normal services. It was a task bristling with problems, not the least being the re-adjustment of rosters by the respective Roster Clerks. At 1 p.m., trains began to move in the inner areas; by about 2 p.m. normal running had been resumed.

Planning and execution of the "shuttle" services, combined with the restoration of normal running, were the result of splendid teamwork which earned the warm appreciation of the Commissioners.

RAIL CHIEFS' CONFERENCE

SUSPENDED because of the recent war, the practice of holding regular Australian and New Zealand Railways Commissioners' Conferences was resumed between September 15-20 when the various Commissioners gathered in Perth under the Chairmanship of Mr. J. A. Ellis (Commissioner, Western Australian Railways).

Victoria was represented by Mr. N. C. Harris (Chairman) accompanied by Mr. J. L. Timewell, who has attended every Commissioners' Conference during the past 20 years. The South Australian Railways Commissioner (Mr. W. H. Chapman), who was unable to attend, requested Mr. Harris to act for him.

An agenda of over 200 items was considered at the Conference. The Commissioners had before them recommendations from a recent meeting in Perth of senior officers of the various railway systems, together with other matters originated by the Commissioners themselves. The subjects on the agenda covered aspects of railway operation in all branches, ranging from passes for Red Cap Porters to the standardization of rail gauges.

Recent Secretary's Branch Promotions

THE appointment of Mr. Burt Kelly as Secretary for Railways, following the retirement of Mr. E. C. Eyers, has been responsible for some interesting promotions. Principal among them is that of Mr. J. L. Timewell, one of the Department's best known identities, to Mr. Kelly's former position as Commissioners' Representative (Transport Regulation) and member of the Motor Omnibus Advisory Committee.

Mr. Timewell can look back on a long record of service in the Department. Excepting three years with the Australian Flying Corps in the First World War, he has been associated for the 37 years of his career with the Secretary's Branch. For some time prior to the war, he was in the Crown Solicitor's Office, but on his return to Australia, he came back to the Secretary's Office and, after passing through various sections of the Branch, was appointed Personal Clerk to the Secretary (Mr. Eyers) in 1923.

In 1927 he started his long association with Commissioners, first as Personal Secretary to Mr. Commissioner Shannon, then with Mr. (now Sir. Harold) Clapp. The year 1930 saw him in the responsible job of Secretary to the three Commissioners, and in 1938 he was the logical choice for the post of Commissioners' Special Officer in succession to Mr. (now Commissioner) R. G. Wishart.

Apart from his wide experience on the administrative side, Mr. Timewell has a considerable knowledge of railway operating conditions generally as, for over 10 years, he accompanied the Commissioners on all their official country tours of inspection. He has also attended, with the Victorian Commissioners, all Interstate Railways Commissioners' Conferences for the last 20 years and War Railway Committee meetings during the war period.

Mr. H. J. Hodgens, who followed Mr. Timewell as Personal Secretary to Mr. Clapp, again succeeds his old friend as Commissioners' Special Officer. Mr. Hodgens is one of the bright lads who emerged from the Transportation Branch to achieve a career in the Secretary's Branch.

He commenced duty at the Melbourne Goods in 1910 and after four years' general experience of goods work, he was transferred to the General Superintendent's office. In 1921 he was selected for a vacancy in the Secretary's Branch.

He became Personal Secretary to Mr. Clapp in 1929 and remained in close association with the Chairman until the latter's departure for his tour of Europe and America in 1934. In that year, Mr. Hodgens was Asst. Manager of the Victorian Government Tourist Bureau.

In 1936 he was appointed to the dual position of Secretary of the Railways Classification Board and of the State Coal Mine Industrial Tribunal, and in 1938 he was assistant to the Manager of the Publicity and Tourist Services. Early in 1942 he was re-appointed Secretary to the Chairman (Mr. Harris), and handled much of the detail in connexion with the Department's war production activities.

Another vacancy brought about by the sudden death of Mr. Charles Davis has been adequately filled by the appointment as Commissioners' Secretary of Mr. A. Gilmore, former assistant to Mr. Timewell. Mr. Gilmore, who joined the Department in 1911, gathered sound experience in the Rolling Stock Branch at North Melbourne, Port Melbourne, Seymour, Jolimont and Head Office.

At Jolimont he had a front seat at the birth of electrical transport in this State, as Clerk on the staff of Mr. John Rist, first Electrical Running Inspector.

Later Mr. Gilmore was Personal Secretary to two Chief Mechanical Engineers (Mr. A. E. Smith and Mr. N. C. Harris) and served the latter as Personal Secretary when he was appointed a Commissioner. In 1935 Mr. Gilmore became assistant to Mr. Wishart, then Commissioners' Special Officer, where he was able to enlarge his knowledge of railway finance. Service as Secretary to Committees on Fuel Conservation, Train Loads, and Operating Improvements, and Boards of Inquiry on accidents, has further increased his railway wisdom.

THE "NEWS LETTER" HAS PLEASURE IN INTRODUCING—

ONE of the latest and most interesting recruits to the service: Mrs. Nehema (Connie) Stewart. Now a very competent Typiste and Shorthand Writer in the Live Stock Agent's Office, in 1942 she scarcely knew a word of the English language.



Mrs. Stewart

Mrs. Stewart was born in Jerusalem 23 years ago and, although when she left school in 1942 she spoke French fluently, with a smattering of German, her English was very, very limited. In 1943, she got a clerical position in the British Naval Service at Haifa. It was there that her English improved, so much so that later in the year when the RAF began accepting the local girls for the WAAF,

she was one of the first to wear the famous air force blue uniform.

By this time, her typing and shorthand abilities were so marked that she became attached to an important legal section of the RAF. Round about this time, she met her future husband, Corporal John Stewart, of the RAF, who was born in Kent, England.

With the end of the war, the young couple looked anxiously and hopefully around for a new country in which to continue their lives. They were attracted

by Australia, and Mrs. Stewart says "we have not regretted our choice." They arrived in Australia in June of this year, and within six weeks she sought a position in the Department. Her credentials and the results of her typing and shorthand tests were of the best—and she was unhesitatingly accepted into the service.

"No," Mrs. Stewart said, "the railway jargon, as you call it, gives me no trouble, but... aren't some of those station names funny! Manangatang, Chillingollah, Katamatite, Watchugga... Whew! I'm keeping a railway map of Victoria beside me for just a little longer...!"

"FOOD FOR BRITAIN" APPEAL

The Lord Mayor's "Food for Britain" Appeal which was made throughout the service on Thursday, July 31, resulted in the sum of £483.15.9d. being collected. At the time of going to press, a further £10 had been received from a number of collection boxes placed at station booking windows. When the remainder of the boxes are opened, it is expected that the total amount will be in the region of £600.

COMMISSIONERS SAY: "THANK YOU VERY MUCH!"

FARES - FREIGHTS REVISION WAS COLOSSAL JOB

FRONT-PAGE news in the press and the main item in radio news bulletins last month. . . . every Victorian now knows that, after being virtually stationary for 21 years, rail fares and freights have risen. But there is another story known to only very few people: it is the one covering the immense amount of work, computation, consultation and re-drafting right up to the time the proposals were finally approved by the Government.

It was hoped that the "News Letter" would be able to present an adequate picture of just what went on behind the scenes, but . . . to do justice to the subject would have needed a great deal of space.

However, there is room to say this: the complete overhaul of the comprehensive fares and freights structures was a colossal task. Under the general direction of Mr. M. Ridgway (General Passenger and Freight Agent), the main burden was carried by Mr. J. McClelland, former General Passenger and Freight Agent. On the latter's retirement from that post in February last, he was retained as Rates Consultant primarily to undertake the work of revising fares and freights.

Both Messrs. Ridgway and McClelland, together with the officers assisting them, have been warmly congratulated and thanked by the Commissioners on the expert knowledge and long, arduous hours they devoted to completing the principal part of a very complex job.

Football Premiers Get Coveted Cup

THIS Cup does not belong to the Melbourne Yard Football Team—only. No, from the Superintendent (Mr. V. J. Ebery) right down to the humblest Number Taker . . . all share in its winning. There was a great spirit of co-operation right through; we could not have carried on without those good fellows who thought nothing of 'swapping' shifts to allow our players to take the field."

That statement, which was loudly cheered, was made by George Ray (Captain, Melbourne Yard team) when accepting from Mr. L. J. Williamson (General President, V.R.I.) the Commissioners' Cup signifying that the team had won the premiership. It was, as George said with added feeling: "21 years since the Yard had won a pennant."

Praise For "Others"

Presentation of the Cup was the highlight of a grand social function held at the V.R.I. on September 5. Enthusiasm prevailed throughout, and much credit must go to the organizers for their work. Representatives of the other teams in the Competition were also present. Their part towards the success of the year was stressed by Mr. Roy M. Kydd (V.R.I. Sports Secretary). He said that without their spirit—"they knew early they had no chance of success"—the season's programme could not have gone on.

Trophies were also presented to two of the 'stars' of the premier team: Ken Aubrey (best and fairest in the League) and Ron Murfitt (leading goal-kicker in the League).

Among those who spoke were Mr. T. R. Collier (President-elect, V.R.I.), Mr. W. E. Elliott (General Secretary, V.R.I.) and Mr. R. J. Bowman (Secretary, V.R.I. Football League). The latter mentioned that 251 different players had taken part in the games during the season.

A feature of the night was the excellent, tactful Chairmanship of Mr. A. W. Dawkins (President, V.R.I. Football League). He exercised that degree of control which ensured the heavy programme moving along smoothly.

Campaign For New Staff

STATISTICS kept in the Employment Office show that the majority of new recruits to the service are relatives or friends of railwaymen who have induced them to apply. This is very gratifying, and the Commissioners desire to express their appreciation of this helpful co-operation on the part of the staff.

During the next few months thousands of boys will leave school and seek employment, and railwaymen are asked to make the vacancies for Apprentices, Junior Clerks, Junior Porters and Lads for Workshops widely known.

Youths and young men in the service to-day or joining now have exceptional prospects of promotion because, during the next ten years, nearly twice as many railwaymen will attain the retiring age as in the last ten years, and with a 40 hour week operating next year many more positions will be created.

A railway career offers security; liberal annual leave with an all-lines pass; half-fare concession to work; cumulative sick leave; long service leave; and superannuation benefits.

More staff is essential, so let each of us try to secure at least one new recruit this year.

SPREAD THIS "PASS" NEWS

HERE'S good news for Victorian Railwaymen who retired after December 31, 1941, and before September 1, 1945. During that period wartime travel restrictions prevented them from securing an interstate rail pass.

However, following a decision at the Australian and New Zealand Railways Commissioners' Conference in Perth last month, all concerned who were entitled to a pass on retirement will now be able to obtain an inter-system pass by making application to the Department before October 31 of next year.

New Chief Architect

MEET Mr. Leonard E. May, now Chief Architect, a busy, meditative officer with 40 years' experience in the Department. Mr. May started his architectural career as an articulated pupil serving four years with the late Mr. L. J. Flanagan, Architect, of Chancery Lane, and enlarging his knowledge by attending courses at the Melbourne Technical College, then known as the Workingmen's College.

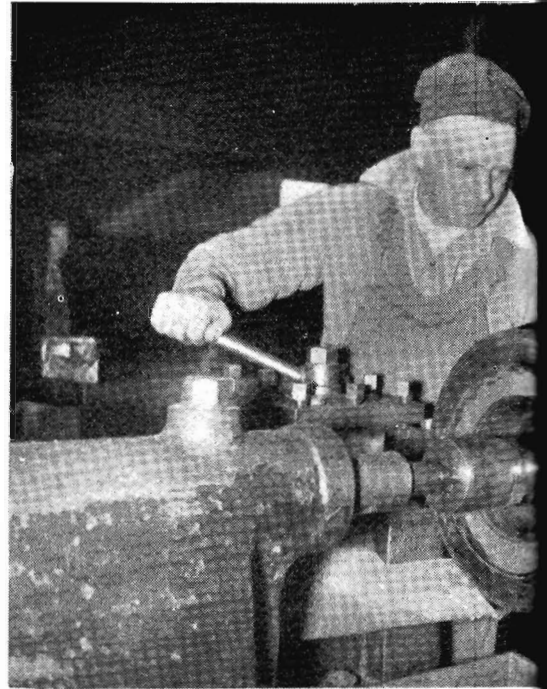
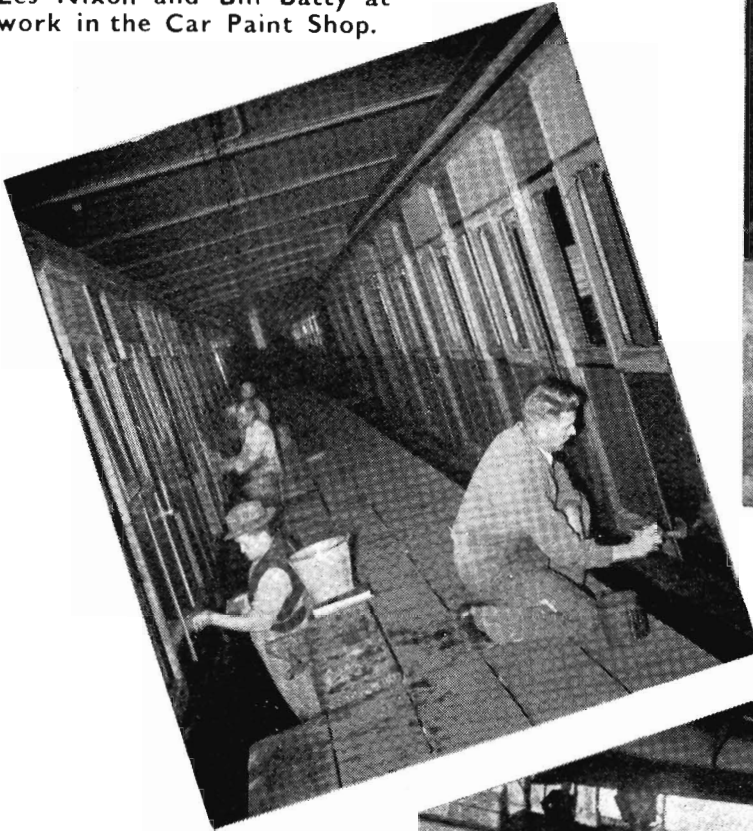


Mr. May

After another 18 months in the office of Mr. C. A. D'Ebro, Architect and Civil Engineer, of Queen Street, Mr. May entered the Railways as a Supernumerary Draftsman. That was in 1907. Six years later he was appointed to the permanent staff. Ever since, he has been engaged in the Chief Architect's Office, passing from Architectural Assistant to Assistant Architect until he reached the Chief Architect's chair.

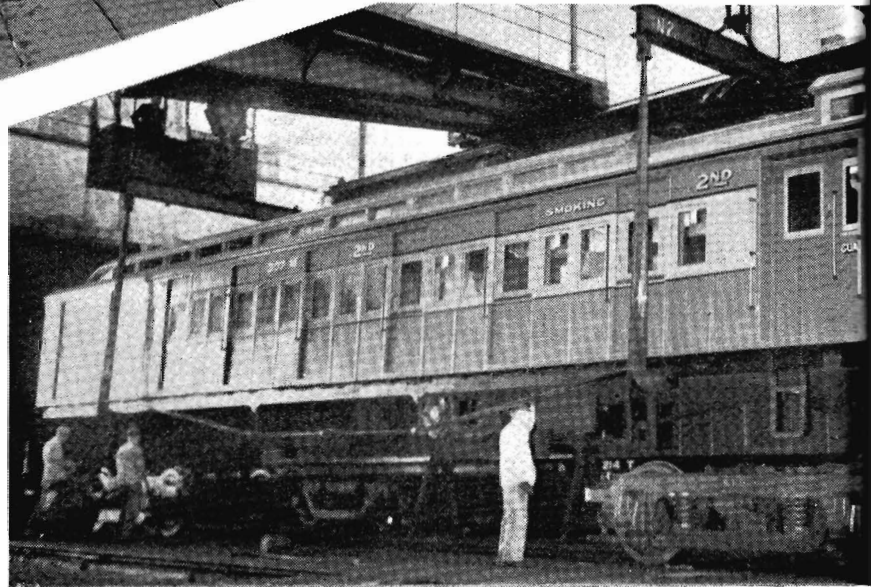
Looking after the Electric

Bill Walsh, Frank Crowley, Les Nixon and Bill Batty at work in the Car Paint Shop.

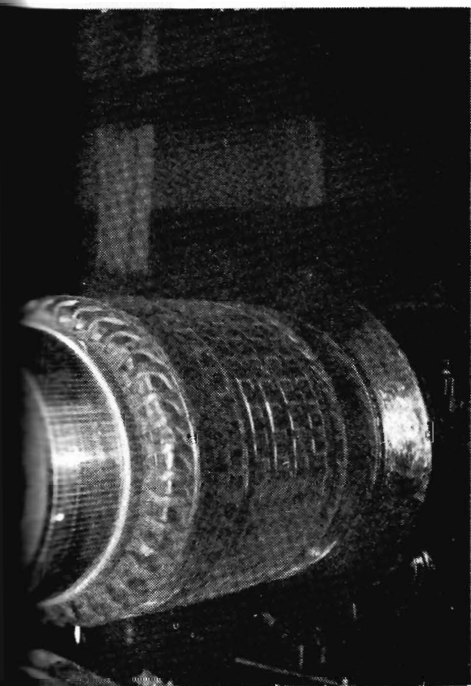


Turner George Bailey, recently arrived, trues up the commutator of a traction motor.

Ormy Doak, Alf Taylor, Len Pinches and Les Bryant place power bogies under the body of an electric motor coach.

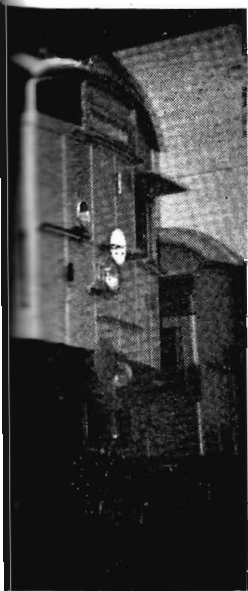


at Jolimont Workshops



The Jolimont from Newport, motor.

Percy Corrigan and Jimmy Ross take a bogie out of a caustic cleansing tank.



THE Jolimont Workshops' men look after the electric trains —inspect, clean, repair and paint them. They are responsible for 879 carriages as well as five parcels vans and 12 electric locomotives. Three hundred and five tons of train travelling as fast as 50 m.p.h. and carrying anything up to 1,200 passengers must be in sound working order. In producing that safe, fast, dependable service which is part of our daily lives, the Jolimont men play a vital role.

Ex-Signalman Now Mayor Of South Melbourne



IT is the pleasure of the "News Letter" to introduce His Worship the Mayor of the City of South Melbourne: Cr. J. A. Jamieson. Until his recent retirement for health reasons, he was Signalman-in-Charge, "E" Box, Flinders Street. Cr. Jamieson was elected unopposed to the Council in 1944: he has been unopposed ever since and, to maintain the sequence, he was unopposed on September 1 when his fellow-Councillors elevated him, with due pomp and ceremony, to the premier civic post in South Melbourne.

His railway service of 44 years was spent in the suburban area including, at one time or another, duty at practically every signal box as a Relieving Signalman. He looks back on many hectic days guiding trains through the suburban network—and the busiest day of all?

"I'll never forget one day—October 18, 1934, during the Victorian Centenary Celebrations," he answered. "I was at the Franklin Street Box, and my mate and I put through 98 trains in one hour. . . . But I am proud to say that, so far as we were concerned, there was not one abnormal delay to a 'spark' or a steam train."

Cr. Jamieson's entry into the municipal field was no surprise to his many friends. Throughout his life he has either been a participator or administrator in some sporting, social or other public activity. He was for 15 years a V.R.I. Councillor; also President of the Swimming Club and Coach of the Water Polo Team. He has also been on the Council of the Victorian Amateur Swimming Association. For many years he was a Councillor of the A.R.U., and for a time Employees' Advocate (in Signalmen's cases) before the Departmental Board of Discipline.

If anything, swimming has been his principal sporting passion. He has spurned the restricted spaces of enclosed baths. "Out in the open—and the longer the swim the better," has been Cr. Jamieson's idea. Three or four miles along the bay has been a mere "exercise gallop" for this enthusiast. It is not so many years since he gave up competing in the three-mile swim on the River Yarra. He started in that marathon event on nine occasions, and finished the course every time, the last when he was 50 years of age.

Football is another sport in which he is greatly interested. He confesses that in the forefront of the highlights he hopes for during his term as Mayor is the 1948 premiership for the South Melbourne football team. As a postscript for old-time football followers, mention must be made that he is a brother of Ernie Jamieson, a 'star' player with Carlton some years ago.

GRAND PROSPECTS FOR 172 APPRENTICES

LADS leaving school these days have no difficulty in finding jobs. A glance through the "Situations Vacant" columns of any newspaper shows a bewildering array of positions open for youths—many carrying attractive pay and working conditions. But of all the vacancies there are probably few better than the 172 apprenticeships now offered by the Victorian Railways.

The Department has its own Technical College at Newport, where tuition is given during the Apprentice's normal working hours. In some trades extra study is necessary and the trainee's fees are paid at one of the recognized technical colleges.

Every year promising youths are awarded University and Technical School Scholarships. Their fees are paid and they receive a salary while studying. On graduation they are appointed to the professional staff.

The Supervisor of Apprentices (Mr. R. Curtis, who served his apprenticeship in the Department) looks after the welfare and training of the youths. His full-time task is to watch their interests and to be their guide, mentor and friend.

Wide training of the highest class, attractive conditions, good wages (51/- a week to start, if living away from home), proficiency allowances, excellent opportunities for advancement, security, and an assured future . . . all these are features of a railway apprenticeship. A lad bent on becoming an efficient tradesman could adopt no better career.

There are vacancies for 172 Apprentices in a wide variety of trades.

Training will commence on January 19, 1948. Lads between 15 and 18 years of age on that date, and who have reached the 8th grade educational standard, are

eligible for selection. For youths with the University Leaving Certificate or the Technical School Diploma the maximum age is 19 years. Application is made on a special form obtainable from the Secretary for Railways, Room 236, Railway Offices, Spencer Street. October 13 is the closing date for the issue of forms—so an early request is essential.

Railwaymen who have sons leaving school this year, or who know of likely lads, can do them—and the whole community—a valuable service by suggesting that they apply for a railway apprenticeship.

SERVICE

RAIL SERVICE. . . Recently while travelling by train to Gardenvale, I left a new hat in the rack. I reported it to the Lost Property Store, although I did not feel hopeful of seeing it again. Imagine my delight when our local Porter asked me to come and inspect a hat, returned from Melbourne.

"Sure enough it was mine, but not as I had lost it. I left it in an ordinary paper bag, and it was returned in a cardboard box carefully wrapped.

"H. A. P. Traralgon."

It is the practice of the Lost Property Store to keep all empty boxes and cartons for possible future use and the correspondent was thus able to recover the hat "carefully wrapped" in a box.

This is a nice gesture of appreciation which the "News Letter" has pleasure in publishing.

HIGH HOPES IN NEW TIMBER LOADING TESTS

TWO railway trucks will do the present work of three in the transport of timber, if experiments now being carried out prove successful. Early results have been encouraging.

Under this new system the timber is assembled into stacks at the mill, each stack roughly four feet wide. The height of stacks varies, so that some contain about 1,600 super. feet, and others 1,300 super. feet. Four stacks, totalling approximately 6,000 super. feet make up a truckload.

Each stack of timber is secured into a compact package by bands of tightly-drawn galvanized steel wire. Four lifts—and a truck is properly loaded. The trucks can be loaded well above water level, carrying 12 tons instead of eight; there is no likelihood of loading being disturbed en route and less time is occupied in loading and discharging.

During a test at Noojee recently with a consignment of 5,807 super. feet weighing nearly 12 tons, one bundle was given a heavy bump but no trace could be found later of a single piece of wood having moved. And, at the destination, a fork truck discharged the consignment in 20 minutes.

The scheme was suggested by the Ministry of Post-War Reconstruction. Representatives of Gerrard Wire Tying Machines Co. Pty Ltd., C.S.I.R., Transport Board, Victorian Hardwood Millers' Association, and Post-War Reconstruction have collaborated in evolving a method of loading suitable for railway operating conditions. Mr. F. Murphy (Traffic Branch Special Officer) has supervised the experiments on the Department's behalf.

More trial loadings are being made now — with confidence of their success.



Showing the loading system in operation. (Above): Two bundles are laid on truck floor. (Below): Two further bundles are placed above them, bringing the truck's total tonnage to 12.

Have You Voted Yet?

"MY Council would like, through the 'News Letter,' to appeal to every member of the Institute to record his vote," said Mr. W. E. Elliott (V.R.I. General Secretary) when referring last month to the proposed alteration to the Constitution to permit of an increase in membership rates by 1d. a week. The voting closes on October 25.

Mr. Elliott added that on previous similar occasions only a very small proportion of members had voted, but each time there was an overwhelming majority in favour of an increase.

"However, on this occasion," he said, "we want the whole of the 14,000 members entitled to vote to do so. We have no doubt about the result of the ballot, but it would strengthen our hands if we knew that the great bulk of members, by voting for the increase, were behind us in our big, progressive plans for the future."

Costs Much Higher

In the circular to members, the Institute points out that in recent years higher wages and more costly materials, services, etc., had substantially increased working expenses. There were big proposals for erecting new Institute buildings at many country centres.

Also there is much expense to be met in extensions and repairs to existing buildings in Melbourne and in the country, as well as general maintenance work that could not be undertaken during the war years.

FINE TRIBUTE TO "SPIRIT"

THE following complimentary reference to Australia's premier streamlined express, "Spirit of Progress," comes from Mr. H. C. Fenton, of the Australian Geographical Society:

"It is 17 years since I lived in Australia, nine since I even visited it. In that time I have tasted the travel delights of the Shasta Route train between Seattle and San Francisco and the C.P.R. across Canada; of the L.M.S. Royal Scot from London to Edinburgh and the L.N.E.R. Flying Scotsman back again; of the little steam trains out of Oslo and diesel-electrics out of Amsterdam; of the pre-war night-ferry wagon-lits between London and Paris and the post-war Golden Arrow on much the same route—and, in the interim, the hazards of the 'blitz' period trains of the English Southern and Great Western Railways.

"The other day, having business in Sydney, I went forth and back in 'Spirit of Progress'. Comparisons, you will be the first to agree, are odious; but, gentlemen, what a train!

"I have seldom been so snug and comfortably cushioned; I have never been less conscious of movement. I wrote without wobbling; I talked without shouting. I ate a princely dinner in a spotless restaurant car, served by waiters whose courtesy and whose coats were, alike, without blemish.

"I can remember only one train to equal it. It was one I rode in nine years ago, and it was called 'Spirit of Progress'.

"I hope you will accept the congratulations of a humble traveller about the world on your maintenance, in these stressful times, of the imaginative and amazing standard of train service set, so many years back, by Sir Harold Clapp."

VICTORIAN RAILWAYMAN BACK FROM CHINA SAYS "COUNTRY IS IN SORRY PLIGHT"



Mr. Wilson and his team of Chinese assistants built this locomotive from scrap. The passenger carriage in the background, which is made of camphorwood, cost 100m. (Chinese) dollars.

MR. BOB WILSON (Sub-Foreman, Rolling Stock Branch) has returned to Australia after 13 months with UNRRA in China, where he was sent to assist in the reconstruction of the shattered Chinese Railways. Parts of his letters have already been published in the "News Letter," and railwaymen have been given some idea of the appalling conditions under which railways in China are operating.

The Chinese plight is a sorry one. Bob is very pessimistic about the future. "This much I do know," he says, "China is no place for the 'foreigner' any more. All non-Chinese are viewed with grave suspicion. The Chinese want no interference from outside. I feel that the country is actually slipping back and that the already unbelievably low standard of living is becoming even lower."

Bob knows what he is talking about. His experience has been intense and he has covered thousands of miles, living and working with the Chinese people, both near the coast and inland. Much of his work was carried out in the war-torn north. During his stay there 73 locomotives were destroyed by land-mines, a large workshop was wiped out, and many bridges (some six and eight-span) were wrecked. "And I was there to help rehabilitate the system!" he remarks wryly.

Back with the Department now, Bob's first assignment is Acting Depot Foreman, Maryborough.

V.R. Men in Football Final Four Limelight

ADMINISTRATIVELY, Victorian Railwaymen were very much in the limelight with the four teams that fought out the League Football Premiership for 1947. Treasurer of Carlton is Mr. Newton Chandler (Providore, Refreshment Services Branch), who will be remembered as a former star wingster for the Blues. Mr. Howard Okey (formerly a Clerk at the Melbourne Goods Sheds) is Chairman of Selectors at Essendon. He played with the Dons during the famous "mosquito fleet" period. Respective Vice-Presidents of Fitzroy and Richmond are Messrs. Les. Phelan (Clerk, Transportation Branch) and Martin Bolger (Clerk, Stores Branch). Although Mr. Phelan's football was confined to the junior grades in Melbourne, Mr. Bolger was for many years an outstanding back-pocket player for the Tigers. . .

AND NOW: HAVE WE "OUR" YOUNGEST GRANDPAPA?

WITHIN a few hours of publication of the August "News Letter," the distinction of being the Department's youngest grandfather passed from Actg. Welder Charles E. Askwith (Newport Workshops) to Paper Cutter Keith Hazell, of the Printing Works, North Melbourne. It will be remembered that Charles, at the age of 42 had a grand-child—his daughter's—born in Missouri, U.S.A.

But Keith has clipped a couple of years off that record. His grand-son, Raymond, was born on November 30 last, and he is the proud, yet scarcely venerable grand-father, being only 40 years "young." Raymond's grandmother is 35. The baby, whose mother is Keith's daughter, has four grand-parents and five great grand-parents.

Well, there it is. . . Keith's hat is in the ring. Any challengers?

Incidentally, Raymond is the youngest person ever to be photographed in the V.R. Studios. Baby-like, he needed considerable persuasion, Photographer Arthur Aldred having to perform a series of unusual gymnastics before this picture was taken. . .



From left—Mrs. Hazell, Mr. Hazell, Mrs. Hall, and, of course, chubby Raymond.

His dad served with the R.A.A.F. Keith has been at the Printing Works for 24 years. His father was also a Victorian Railwayman, most of whose 30 years' service was spent in the Stores Branch.

Bowling Green At Spotswood Workshops Now



SPLENDID
EXAMPLE
OF
TEAMWORK

A section of the large crowd looks on as the President (Mr. T. S. Cowan) bowls the first ball at the opening of the Bowling Green.

NEW V.R.I. PRESIDENT

AFTER a vigorous period of over three years as President of the V.R.I., Mr. L. J. Williamson (Comptroller of Accounts) has resigned, but will remain as Vice-President. He is, incidentally, the new President of the V.R.I. Bowling Club, Albert Park, following Mr. C. G. Walker (Supervisor of Road Transport).



Mr. Collier

Mr. Williamson will be succeeded in the Presidential chair of the Institute by Mr. T. R. Collier (Staff Superintendent, Transportation Branch), an amiable railwayman who will prove to be just as popular as his predecessor.

Messrs. Williamson and Collier are both veterans of the First World War. Mr. Williamson was an officer in the Light Horse and the Australian Flying Corps, whilst Mr. Collier served in Egypt and France from 1915 to 1919, receiving a commission and winning the Military Cross and Bar. He was also twice Mentioned in Despatches. In the recent war he was Director of Railway and Road Transportation with the rank of Colonel.

Asst. C.E.E. In New Zealand

TO attend a Conference in New Zealand as President of the Electricity Supply Association of Australia, Mr. C. G. H. McDonald (Assistant Chief Electrical Engineer) left Australia last month. He is expected back about the middle of October.

After the Conference, Mr. McDonald was requested to make a number of enquiries on behalf of the Department. These included an investigation into the possible use at the Newport Power Station of the Velox peak-load boiler, which has been operating in New Zealand for a considerable time. Another matter was the use of English electric train equipments in the Wellington electrified railway system. The cost of the trip will be shared by the Association and the Department.

Mr. McDonald is now nearing completion of his work as Chairman of the Committee appointed by the Queensland Government to make a preliminary enquiry into the proposed electrification of the Brisbane suburban railways. His services were made available by the Commissioners for this task, which began soon after last Easter.

TO-DAY, if I may say so, is a highly significant one in Victorian Railways' history," said Mr. T. S. Cowan (Foreman Fitter), President of the Spotswood Workshops Bowling Club, on September 12, when welcoming visitors to the official opening of the Club's green in the grounds of the workshops.

"Besides being the 93rd birthday of the Victorian Railways" he reminded the large audience, "today sees the opening of the very first bowling green laid down on railway premises for the exclusive use of railwaymen."

Mr. A. P. Taylor (Acting Chief Civil Engineer), who performed the ceremony, paid a warm tribute to the men who, by their voluntary efforts, had brought into being a green on which more and more employees would succumb to the pleasure and relaxation of the game.

Other visitors included Messrs. M. A. Remfry (Gen. Supt. of Transportation), L. C. Stewart (Comptroller of Stores), C. C. Weate (Asst. Comptroller of Stores) and many former members of the service—all, by the way, enthusiastic bowlers. Also present were the Mayor of Williamstown (Cr. R. A. Ducrow), Cr. A. E. Shepherd, M.L.A., and the Town Clerk of Melbourne (Mr. H. S. Wootton).

Cost of laying down the green was in the region of £100, which came out of the Workshops Finance Committee's Fund. Most of the employees contribute 6d. per fortnight for financing football, cricket, and other sporting clubs. The bowling green will be available to employees during the luncheon interval each day.

"T & E" IDENTITY RETIRES

BOOKS—people—gardening: they are the chief interests of Mr. W. T. Rees, of the Terminal and Eastern Accounting Office, who retired last month. He has always been an avid reader, a student of world affairs and economics, and a keen (though very kindly) observer of his fellow men.

Before the First World War, Bill was on the land in the Wimmera. After service in France with 37th Bn, he returned to Australia and joined the Railways as a Clerk in the Accountancy Branch. The last 13 years of his career were spent at "T. & E."



Mr. Rees

Bill Rees is an enthusiastic gardener. During the spring, especially, his garden is ablaze with superb blooms. He retires to his flowers and books now—contentedly.

THE WILLIAMS RAILWAY FAMILY

MEET the industrious Williams family, with a record of railway service running back to the 1860's. The first on the official records was John E. Williams, an early Loco. Driver, who was the father of Thos. A. Williams, a Railway Telegraphist at Ballarat and grandparent of R. Williams, another member of the Telegraph Branch, and of Clifford Williams, now on the staff of the Victorian Government Tourist Bureau, Collins Street.



John E. Williams

Grandfather John, who was a native of Shrewsbury, England, and came to Australia as a boy, was an early Engine Driver. He was proud to be in command of a ballast train during the construction of the line from Melbourne to Geelong. Later he was a Driver of the Melbourne-Ballararat express then running via Geelong. Injured in a railway collision, he died 14 months later in 1894 at the age of 49.



Thomas A. Williams

His son, Thomas A. Williams, entered the Railways as a Junior Clerk in 1885 and was one of the first Telegraphists teaching the new science at various stations before settling down at Ballarat. He was promoted to the post of Officer-in-Charge in 1899 and, when he died in 1926 at the age of 57, he had achieved a conspicuous record for attention to duty.



J. E. Rex Williams

J. E. Rex Williams, son of Thomas A. Williams, and as industrious as his father, also devoted his railway life to the telegraph. He entered the railways in 1915 and was rejected three times for service in the First World War, before being accepted conditionally just before peace in 1918. He is 51 years of age.

His brother, Clifford, spent some years as a Clerk at Ballarat before joining the Victorian Government Tourist Bureau in 1933. In 1938, he was appointed Manager of the Hobart Branch of the Bureau, which was closed during the war. Later, he was loaned to the U.S. Army as Transportation Officer, and was subsequently borrowed by the Commonwealth for two or three important jobs. Clifford, who is 45, entered the Department in 1920.



Clifford Williams

In several seasons Thomas A. was Singles Champion of the Ballarat Club and Ballarat Bowling Association. He won the Australian Singles Championship in Adelaide, and every time he played with Victoria in interstate games, his rink was successful. In 1922

he toured the British Isles as skipper of an Australian team.

His son, J. E. Rex Williams, has followed his parent onto the bowling green, where he has already shone as an interstate skipper. Brother Clifford was Secretary of the Ballarat Branch of the Victorian Amateur Athletic Association.

News in Brief

SINCE the Victorian Railways commenced operations in 1859, 1,240 steam locomotives, 12 electric locomotives, 18 steam cranes, 3 steam rail cars and 2 steam shovels have been acquired for service. Of these 1,275 units, 219 were imported and 1,056 were built in Australia. Altogether, Victoria built 1,035 of them, other Australian States, 21; Great Britain, 175; U.S.A., 39; and Belgium, 5.

Departmental Workshops have provided 582 engines. From Williamstown have come 7; from Ballarat North, 13; from Bendigo North, 13; and from Newport, 549. The first engine manufactured by the Victorian Railways was No. 100, built at Williamstown 'Shops in 1871. In later years it was used to haul the Commissioners' inspection train. It was scrapped in 1916.

Newport's first was No. 526Z, built in 1893. Converted in 1904 to No. 3 steam crane it is still working. The "News Letter" told its story in the September 1946 issue. Ballarat and Bendigo produced their first engines in 1919. Both are still in service.

* * *

IN an endeavour to overcome the shortage of accommodation for members of the three big branches working in various country centres, the Department is erecting wooden huts, each providing a floor area of about 80 sq. feet, electrically lit and equipped with a built-in wardrobe, bed, table and chair.

These huts are in groups, and with each group goes a kitchen with a one-fire stove, fuel copper, and one-gallon electric urn deriving its power from a S.E.C. main and capable of providing hot water quickly at any time.

Eight huts with a kitchen are in course of erection at Warragul. Ten more are proposed at Traralgon, and the Department is now investigating the possibility of providing similar accommodation at Mildura.

* * *

OUTSTANDING in the results of the events held to discover the teams and individual competitors in the State Ambulance Championships to be held at Mt. Evelyn on October 23, was the performance of Newport Workshops No. 2 Corps in the Senior Grade. They scored 467 points—34 points ahead of their nearest rivals.

Here is the list of teams and individuals whose skill will be closely followed at the Championships:

SENIOR TEAMS: Newport Workshops No. 2 (467 pts.); Nth. Melb. Loco. No. 3 (433); Ararat No. 2 (427); Ballarat Nth. Workshops No. 2 (416); and Maryborough No. 1 (406).

NOVICE TEAMS: Bendigo Nth. Workshops No. 1 (396 pts.); Ouyen No. 1 (394); Ballarat Nth. Workshops No. 1 (392); Bendigo Loco. (389); Newport Workshops No. 1 (384); Newport Workshops No. 4 (383); and Melb. Goods No. 2 (379).

SENIOR INDIVIDUALS: P. Delmenico, Newmarket, (140 pts.); R. Klemke, Nth. Melb. Loco., (137); H. W. Jones, Train Lighting Depot, (130); and A. Atkinson, Newport Workshops, (128). NOVICE INDIVIDUALS: E. Wensor, Acctcy. Bch., H.O. (131 pts.); A. T. Rose, and R. Crellin, both of Newport Workshops (each 121); A. Maude, Ballarat Nth. Workshops and J. Griffiths, Bendigo Loco. (each 120); and A. J. Swift, Traralgon (119).

* * *

GOODS GUARD D. M. Lahiff has now retired after 47 years as a railwayman, 42 of which were spent at Melbourne Yard. Association football fans—with long memories—may recall the sterling service he gave as a member of the Port Melbourne Club in his younger days. A son, Tommy, followed in his footsteps and is now captain and coach of the Albury team. He previously played with Essendon and Port Melbourne.

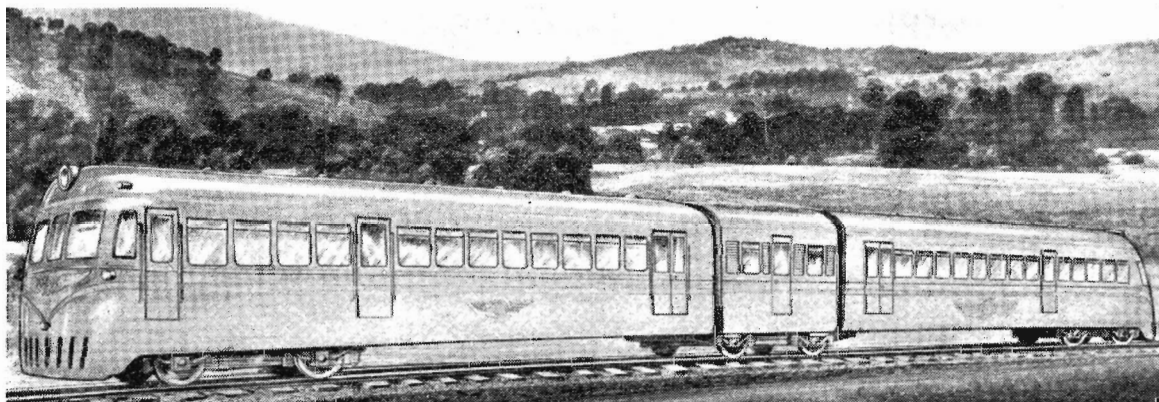
It is many years since Mr. Lahiff was able to give as much time to fishing as he would have liked. But now—there's that anticipatory look in his eyes peculiar to all rod and reel men.

The Victorian Railways NEWS LETTER

NOVEMBER 1947

Issue No. 206

New Diesel Rail Cars Will Raise Country Passenger Travel Standard



This is how the new 280 h.p. diesel rail cars will appear when in service. Carrying 102 passengers they will be capable of speeds up to 60 m.p.h.

AS part of their post-war plans to improve passenger rail travel, the Commissioners have ordered six 280 h.p. diesel rail cars, of modern British type, at a cost of about £250,000. Cars of this type have proved very popular abroad and there is no doubt that Victorians will be enthusiastic about the innovation.

The power bogies are coming from England and the coach bodies are being built in Melbourne. Comfort is the key-note—rubber-padded seats with hair-lok backs, centrally heated saloons, adequate toilet facilities, bright lighting, and plenty of space for luggage.

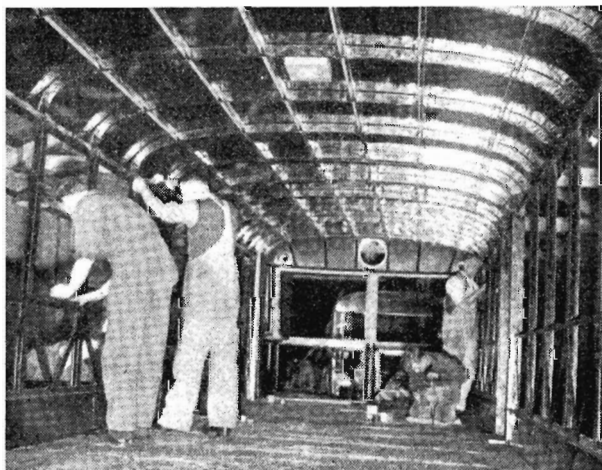
Each unit will comprise three sections—two passenger sections separated by a twin-engined power unit. The first-class section will accommodate 46 passengers, and the second-class, 56. Fully loaded, the rail cars will be capable of reaching 60 m.p.h.

The diesels previously ordered (100 h.p. and 150 h.p.) are for branch line operation, but the new cars will be used for combined branch and main line running.

Last month the "News Letter" paid Martin and King Pty. Ltd., of Malvern, a visit to see how the bodies for the 100 and 150 h.p. cars are progressing. Work is coming along well—as the photograph (right) shows. In this fleet there will be twelve 100 h.p. and six 150 h.p. cars, and six trailers. The first two power bogies are expected to reach Melbourne in December. Each car will seat 45 passengers (18 first-class and 27 second-class) and the trailers will seat 47.

The interiors of the vehicles are being finished in scratch-proof leather cloth and graded from green beneath windows, buff to the base of the continuous side panel rack, and ivory ceiling. The top section of each window (which will be fitted with tinted glass) is being hinged in such a way as to provide both ventilation and shade—eliminating the need for blinds.

The future—the near future—holds the promise of travel standards never before reached in this State.



85,000 Football Barrackers Can't Be Wrong

ASKED, on his return to London from a trip to Australia, what he thought of the Australian Rules game of football, a visitor said: "It is a game played on an arena around which are up to 85,000 people who, knowing all the rules, hurl their advice at a poor chap dressed in white who knows absolutely nothing about the game!" Undaunted by that good-humoured exaggeration was Reg. Sawyer, Boilermaker, North Melbourne Loco Depot, when he trotted out before an excited crowd of 85,000 at the M.C.G. as Field Umpire of the Grand Final match, Carlton v. Essendon, on September 27.



Reg. Sawyer

He confesses he felt much like the players: all tensed up and anxious for the game to get going. But the roars of the crowd did not disturb him; he scarcely noticed it, for there are few jobs requiring such a degree of concentration, especially in a Grand Final.

Reg. explained that he would much sooner officiate before such a crowd on the M.C.G. as the barrackers of the two teams are "all mixed up together," and their roars of disapproval are, therefore, not so nerve-shattering as from one source. But with an ordinary home-and-home game with some thousands present, and the supporters more or less in two groups, it's then that the "orchids" from the crowd, in turn, are easily distinguished. "And, don't they let a man know when they *think* I've made a mistake!" he says with a chuckle.

For 12 years, Reg. has been umpiring football. In 1937 he became a V.F.L. Field Umpire and two years ago he controlled two of the final series. Now that football is just a memory (for 1947), he has donned the togs of a cricketer, playing with the North Melbourne Loco team in the V.R.I. Competition. He is now in his second successive year as Captain.

Also he is Vice-President of the V.R.I. Cricket Association. On Saturdays, he plays in the V.J.C.A.

Football, then cricket, then football. . . . that has been going on year after year for about 20 years, out almost every Saturday afternoon. The "News Letter" forgot to ask him who trims the lawn at home.

THEIR SERVICE TOTALLED OVER 140 YEARS

ON October 15, 1882, three railwaymen-to-be were born. In 1900 they all entered the Department. Last month they retired, each with over 47 years' service to his credit. The "News Letter" says "goodbye and good health" to Mr. Tom Neal, Assistant Staff Officer, Transportation Branch; Mr. Les Dickson, Accounting Officer, Jolimont; and Mr. Percy Pearce, Sales Officer, Stores Branch.

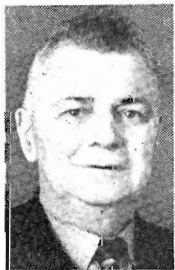
There is not a Transportation man in the service, of course, who does not know (or know of) Mr. Tom Neal. He began his railway career as a Junior Operator in the Telegraph Branch. When he enlisted in the A.I.F. in 1916 he was in the D.S.'s office at Seymour, and there he resumed after three years' active service.

Promotion to Train Running Officer soon came, and then senior clerical appointments at Seymour and

His plans for retirement? Watching cricket and football, working in the garden—and "just taking things easy."

Percy Pearce spent his whole career in the Stores Branch. Coal distribution was his job for 17 years, and sales for the last 13. During his "coal" days, he distributed about 12 million tons. As Sales Officer he has disposed of countless thousands of tons of secondhand materials, his biggest single sale being £16,000 worth of old rails, which ultimately found their way to Egypt. They were used there in marking territorial boundaries. "We made both room and revenue out of that transaction," he says with a chuckle.

He is an excellent rifle shot, who has represented Victoria in interstate matches, run 3rd in a King's Prize aggregate, and was champion of the V.R.I. club nine times in succession. Golf and angling are to be his retirement hobbies. "I'm still not old enough for bowls" is his comment.



Mr. Neal



Mr. Dickson



Mr. Pearce

Head Office. In 1936 he was appointed Assistant Staff Officer, and filled that post until his retirement. By the way, in his 47 years' service, he never had a day's sick leave!

Mr. Dickson served in three branches—Traffic, Way and Works, and Accountancy. He was in the Chief Architect's Office during the years when the Head Office building grew from two to four storeys. In 1934 he became a member of the Accountancy Branch, and filled the posts of Accounting Officer for the Signals and Telegraph Division, the Electrical Branch, and finally Jolimont Workshops. For a considerable period he was Treasurer of the Australasian Transport Officers' Federation (Vic. Division).

V.R. MAN SENATOR NOW

LAATEST to forsake railroading for politics is Senator C. W. Sandford, who last month took his place in the Senate for the first time. He was formerly employed in the Electrical Engineering Branch as a Telephone Attendant at the Overhead Depot, Batman Avenue.

In 1942, he was loaned to the Commonwealth Department of Labour and National Service where he occupied an administrative position under the Deputy Director-General of Man-power (Mr. Donald Cameron). With the cessation of those activities, Senator Sandford continued in the Commonwealth Employment Service until his election to Parliament.

Senator Sandford is a fluent public-speaker. "For any improvement I have made in that direction," he said, "I must give full marks to the valuable experience I gained while a member of the V.R.I. Debating Society." He was President of the Society on several occasions.

STATE AMBULANCE COMPETITIONS

Sidelights On V.R. Men's Impressive Work

Last year, North Melbourne Loco No. 3 team represented Victoria in the interstate Ambulance Competitions. This year the honour falls to them again for, at Mt. Evelyn on October 23, they proved themselves the champion Victorian combination. Congratulations! The rain tried its hardest to wash out the State Competitions. It fell in a deluge. But it takes more than a deluge to dampen the enthusiasm of First-aiders and the standard of work produced by competitors in all events was really high-class. Spectators were deeply impressed with the serious way teams and individuals went about their tasks, and with the cool efficiency which characterized proceedings. The performance was, indeed, a good show.

All the ingenuity of Ambulance Officer Bill Blackburn and his assistants (they are exceedingly ingenious people) was used to make the setting grimly realistic. To represent injuries, for example, plaques were used—made up of plasticine, mutton bone and red ink, and reproducing almost perfectly various injuries. Strapped into position the plaques simulated breaks and wounds.

Each particular event had its own especial "tableau." Typical was the Senior Supplied Materials contest where the problem told of a man ski-ing at Mt. Evelyn who failed to return for lunch. A search party found him lying at the bottom of a slope very sick and sore and sorry, with his snow togs torn and one ski missing.

There was a wound behind his left ear (no bleeding), a deep cut in his left thigh (again no bleeding), and his right arm was broken near the wrist. Both bones of his right leg were fractured in two places between the knee and the ankle. His face was pale, his breathing shallow and his temperature low. Two disconsolate snow-men looked at him mournfully.

A bag of sprinkled salt represented the snow; the snow-men were made of cardboard, wire and cotton-wool; and cotton-wool covered trees added to the general realism. The patient (properly dressed in ski clothes) was fitted out with plaques to indicate his injuries.

This attention to detail was found in all sections. An injured telegraph linesman lay at the base of a telegraph pole from which wires dangled; a sign-writer blown from a hoarding was surrounded by his paints and paraphernalia; competitors in charge of "the ambulance room of a large industrial plant" were given white coats to emphasize their standing.

Some Laughs, Too

The competitions were, of course, a serious business—but they had their lighter moments. "Willie Burnblack's Blackmarket Woodyard" was one of them. Willie's placards offered "nearly-straight" clothes props at £5 each (they were rather more crooked than a corkscrew); best blue box ("extra wet"), and mallee roots (about the size of a small apple) at 10/- a cwt.—if you brought your own pram!

Willie's assistant was one of the casualties—his axe slipped, parting his foot neatly in the middle. During the day the unfortunate fellow lost gallons of blood until successive First-aiders attended to him. The "blood," by the way, was made from a secret formula invented by Bill Blackburn—it makes red ink a thing of the past. Blood adorned the offending axe, too, in a most gruesome manner.

Despite the rain, the day was most successful. All who took part (including officials, competitors AND spectators) have good cause for self-congratulation. The dinner at the Doric Hall at night was a cheerful function in every way. Nearly 200 competitors, doctors, officials and visitors attended. Mr. Burt Kelly (Secretary for Railways) announced the winners in an extremely bright speech, and presented the prizes on behalf of the Commissioners.

Results of the competitions in detail are :-

NOVICE TEAMS

		Pts.
1st	Ouyen No. 1	291½
2nd	Newport Workshops No. 1	263½
3rd	Bendigo Loco	231½
4th	Bendigo North Workshops No. 1	230
5th	Newport Workshops No. 4	224½
6th	Melbourne Goods No. 2	222½
7th	Ballarat North Workshops No. 1	176

NOVICE INDIVIDUALS

		Pts.
1st	Rose, A. T. Fitter	Newport W'shops 178
2nd	Dorbie, J. Welder	Bendigo North 156
Tie	Swift, A. J. L. H. Fitter	Traralgon 156
3rd	Crellin, R. Welder	Newport W'shops 155
4th	Griffiths, J. Train Exmr.	Bendigo Loco 138
5th	Wensor, E. Clerk	Accounts Branch 132
6th	Maude, A. Fitter	Ballarat North 108

SENIOR TEAMS

		Pts.
1st	North Melbourne Loco No. 3	443½
2nd	Newport Workshops No. 2	431½
3rd	Maryborough No. 1	428½
4th	Ararat No. 2	414
5th	Ouyen No. 1	407
6th	Ballarat North Workshops No. 2	400

SENIOR INDIVIDUALS

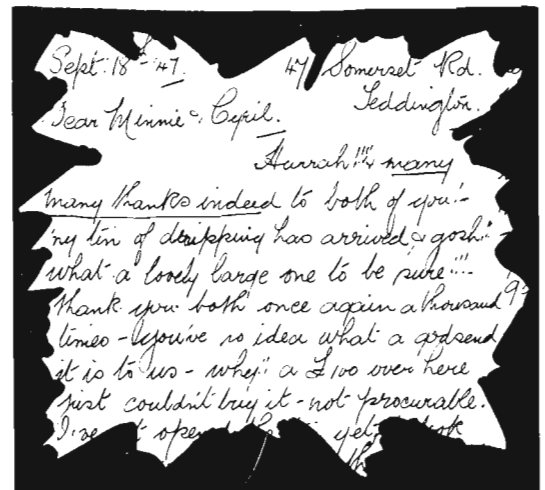
		Pts.
1st	Delmenico, P. Elec. Fitter-in-Charge	Caulfield 163
2nd	Rose, A. T. Fitter	Newport W'shops 149
3rd	Klemke, R. "	Nth. Melb. Loco 140
4th	Atkinson, A. Foreman	Newport W'shops 138
5th	Jones, H. Fitter	Train Lighting 132

BEST IMPROVED STRETCHER

		Pts.
	North Melbourne Loco No. 3	54

"DRIPPING WORTH £100"

HERE is the facsimile of a letter received by a railwayman from friends living in Middlesex, England. It is letters such as these that add weight, if such be needed, to the importance of all of us doing everything possible to relieve the desperate food shortage.



STATE-WIDE CO-OPERATION IS NEEDED TO MOVE EXPECTED RECORD VICTORIAN WHEAT HARVEST

IN an important statement to the Press last month the Railways Commissioners pointed out that the problem of moving the coming wheat harvest (which is expected to be of record dimensions) is by no means solely a railway one. All concerned must co-operate to obtain the best overall result for the State.

It is expected that the cornsack position will be easier than last year, and farmers can help by being prepared to hold a proportion of their early wheat on the farm until the peak movement is over.

"The most valuable step at the moment and at the beginning of the new season," said the Commissioners in their statement, "is to build up stocks at points involving a long haul, such as to the metropolitan flour mills. This will increase availability of trucks at the height of the season by permitting greatest concentration on short hauls, *i.e.*, to country flour mills and storages. So far as this can be done the farmers will get the benefit of a maximum supply of trucks when they are most needed.

"The ability of the railways to cope with the demand as the silos fill (without sacrificing other goods and live-stock traffic) will depend on coal supplies, man-power, locomotives, and rolling stock.

"Coal supplies—which have been deficient for the past seven years—are still causing concern and, in spite of using large quantities of substitute fuels, the present coal stock is far from sufficient to tide the railways over the miners' Christmas holidays.

"Man-power has been short ever since the strikes of the past two years, and the engineers' strike, in particular, had a bad effect on subsequent availability of locomotives. It is hoped that the 40-hour week, which is to take effect on January 1, will not complicate the position. For months past, efforts to build up the staff for normal requirements have been only partially effective.

"Another consequence of industrial troubles in outside industries is a serious shortage of raw materials—especially steel and other metals for spare parts necessary to maintain locomotives and rolling stock in service.

"Truck supplies to silos as required will depend on all of the factors named above, including co-operation by the Australian Wheat Board, the Grain Elevators' Board, the wheat farmers, flour millers and exporting authorities and on other patrons as to time taken to load or discharge trucks."

The Commissioners added that they were planning in close collaboration with the Grain Elevators' Board for the use of suitable "aprons" to wheatproof ordinary trucks for bulk handling, so that the best overall use of trucks can be made with minimum interference to other traffic.

PEDALLING HIS WAY TO FAME

FIREMAN Jock House, of Ararat Loco Depot, is well in the news. He has proved himself a brilliant amateur cyclist by winning the 117-mile V.A.C.U. road race between Melbourne and Ararat. (Last year he was fourth.) After covering those 117 gruelling miles Jock's margin of victory was two lengths!

Jock took up cycling seriously about 10 years ago. But, as he was reaching top form, the Second World War came along, and for 5½ years he was a member of the R.A.A.F. After discharge, he joined the railways as an Engine Cleaner and took up cycling in his spare time. Proof of his grit is two-fold: his win in the 117-mile event, and the quick manner in which he qualified as a Fireman. Good luck, Jock—and we hope to see your photo in the paper frequently.

C.H.C. is Acting W. & W. Chief Clerk

LOOKING at you from the adjoining photograph is Charlie Carson, the new Acting Chief Clerk of the Way and Works Branch in succession to Mr. C. O. Rolls (retired). Born in 1885 at Taradale, where his father was a Repairer, Mr. Carson soon developed a passion for railways and their problems, spending every spare minute in station offices and learning double line block and general station working.



Mr. Carson

When the opportunity came to join the service, he sprang at the chance and in January 1902 he became a Junior Clerk at the "Rockefeller-like" salary of £40 a year. He spent seven years in country Workmasters' offices and in 1910 found himself

at Spencer Street in the Staff Office of the Way and Works Branch.

A few years later, he was appointed Relieving Clerk, and in that capacity gained invaluable experience in all parts of the State. Returning to the Staff office in 1921, he subsequently carried out practically every job in that section until his promotion, in March 1946, to Staff Clerk. Mr. Carson is widely known for his work in the engagement and termination of labour in all grades. He can probably claim with safety that over the years he has handled more men than any other Staff Officer in any other industry.

Three of Mr. Carson's sons inherited their father's affection for railway work. Mervyn is a Plumber attached to the staff of the Inspector of Ironwork, while Jack, who occupied a similar position, died as a prisoner-of-war in Malaya.

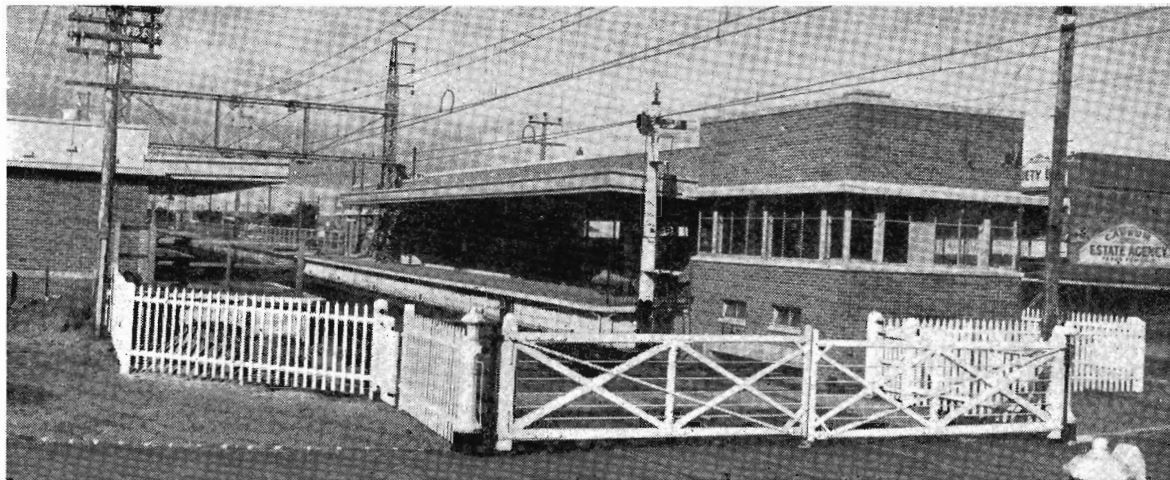
His eldest son, Walter, is a Leading Hand Carpenter at Laurens Street. He is Brunswick's successful bowler—with a record of over 600 wickets in the past 15 years. In baseball, he has been the reliable catcher for his club, with the achievement of playing in 290 consecutive games. He has figured, by the way, in six cricket and seven baseball premierships—a record really worth talking about.

Mr. Carson has, over the years, maintained an active interest in cricket and baseball. He was formerly President of the Brunswick and Coburg Churches' Cricket Association. He is now a Vice-President and Life Member of the Brunswick Cricket Club, and was President of the Brunswick Baseball Club.

FOR SUPERNUMERARIES ONLY

ANY Victorian Railwaymen who, with more than two years' continuous supernumerary service, have been certified as medically unfit to become contributors to the State Superannuation Fund, may now be appointed to the permanent staff without superannuation benefits, provided the Railways Medical Officer certifies that they are physically fit for the efficient performance of their duties, and that they are likely to continue to be fit for an indefinite period. Any supernumerary employees concerned who wish to be considered for permanent appointment on the basis mentioned should submit their applications to the Heads of their respective Branches.

Modern Station Buildings At Carrum



THE new railway station buildings at Carrum, which are of modern design and a graceful architectural achievement, have given widespread pleasure to railway patrons. Erected on a site approximately 250 feet nearer Melbourne than the old station, the buildings will provide adequate accommodation for many years to come. In order to secure a site that would fully meet requirements, the platforms had to be extended at the "up" end by 152 feet.

Involved in the station layout was the construction of a new level crossing with interlocked gates controlled from the adjacent signal-box, which enabled an open level crossing, 200 feet away on the Melbourne side, to be abolished. The subway at the

"down" end of the old station buildings, which is still useful to many residents, has been retained.

The new station buildings, which cover 187 feet on the "up" platform and 72 feet on the "down," are constructed of brick on the "up" side and brick veneer on the "down" with concrete floors suitably surfaced, corrugated asbestos roofing and cantilever verandahs.

The provision of a larger bicycle room testifies to the increased number of patrons who have still some distance to bike between the station and their homes.

Removal of the existing buildings and approaches enabled Point Nepean Road to be straightened and widened at this point.

OUT OF THE PAST : THE FIRST EXCURSION TRAINS

THOSE popular jaunts known as holiday and week-end excursions—happy memories of pre-war days—date back to the very first year of Departmental railway operations, when the Government lines extended only from Melbourne to Williamstown and Sunbury, a total of 30 miles.

Excursion trains first ran in Victoria on Wednesday, November 9, 1859—the birthday of the Prince of Wales (later King Edward VII) when, according to custom, a public holiday was declared. In an attractively worded advertisement, the Railways Department announced that "Excursion Trains to Sunbury and back" would leave Spencer Street station at 10.30 a.m., 11.30 a.m. and 12.30 p.m.; returning at 5.30, 6.30 and 7.0 p.m. Reduced return fares at 7/- first and 5/- second class were offered, and children under 10 years travelled at half price.

This afforded the public an opportunity to inspect the gigantic railway works in progress at Sunbury for the continuation of the line to Sandhurst (now Bendigo), and to enjoy a day of healthful recreation among the picturesque scenery. A refreshment tent and a band at a delightful spot on the bank of Jackson's Creek were an added appeal.

At the time, the Department possessed only five locomotives, all fully occupied in working the ordinary trains to Williamstown and Sunbury; so a couple of engines were hired from the Geelong and Melbourne Railway Company for the day. The outing proved a success and, from then on, holiday excursions became a regular and attractive institution.

Excursion tickets at reduced rates and available for week-end return on the existing lines had been on issue a few weeks after the opening of the Government system early in 1859, and the Geelong Railway Company followed suit; but special or extra trains for these concessions were not provided.

VISUAL TRAINING FILM

TO THEIR PORTERS," the first visual training film produced by the Department, was given its premiere recently. Photographed and scripted by the Publicity and Tourist Services, it portrays many of the duties of a Victorian Railways Porter.

"This picture about your job won't show you everything," it begins, "but it will give you a general idea. If there is something not clear to you, ask about it at the finish. In fact, it is a good idea always to ask if you are in doubt about anything."

As the film progresses, a wide range of porter's duties is described and helpful comments given on their effective performance. Personal appearance, public relations, safety, barrier checking, parcels and luggage methods, waybilling and good house-keeping are some of the subjects dealt with. Running time of the film is about 20 minutes.

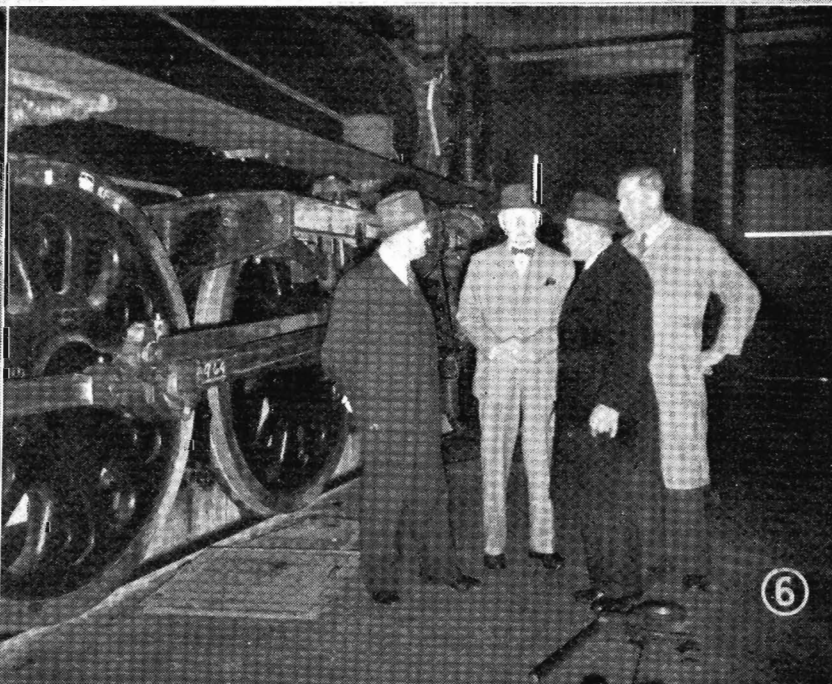
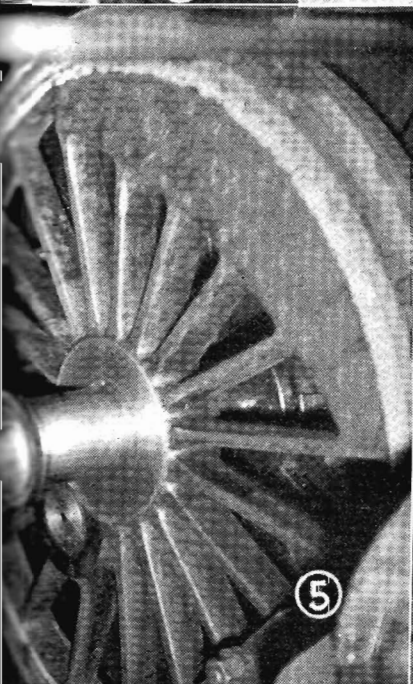
"To Their Porters" will be used to supplement schools of instruction for probationary porters. The film will make studies easier and more interesting for trainees.

• The Governor visit



The Governor (Sir Winston Dugan) recently paid a visit to Newport Workshops and (as these one of the new steel cars. (2) He listens intently to a technical description by Loco Crane D Doug Ray pouring molten metal. (5) The official party is dwarfed in this unusual angle shot

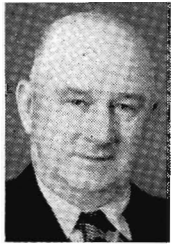
Newport Workshops



...es show) made a thorough inspection of activity in progress. (1) His Excellency looks through Alf Solomon. (3) Inside a steel car. (4) He watches Floorman Jack Monk and Lad Labourer photographer Roy Dunstan who took all these photos. (6) Beside an A2 in the Erecting Shop.

LONG LIFE AND HAPPINESS TO THESE VETERANS

WHEN veteran loco men get together there are colourful tales to be told. Latest to join the old-timers is Engine Driver Martin Kelly, of North Melbourne Loco Depot, and the stories he takes



Mr. Kelly

with him are well worth listening to. "I like a good yarn," he admits with a grin. Martin is the grandson of Locomotive Pumper James Fitzgibbon, and son of James Kelly, once Guard at Tallangatta. He has played his part in making railway history for, in his 32 years of driving (following nine years of cleaning and six years of firing), he has driven every class of engine on every class of train, including Commissioners' Specials and exhibition runs of "Spirit of Progress." He had a

hand in the original tests with brown coal fuel in 1925. He was test driver, too, for the first "X," "K," and "N" Class engines built at Newport Workshops. By the way, he was at Maryborough and Woomelang during the great mouse plague of 1916-17, but that's another story. Ask him about it when you have a couple of hours to spare. All the best, Martin: good luck, and many happy years!

Out from Ireland

GEORGE TULLY was born in Ireland 65 years ago. His first job was that of Postman in Old Erin, but he left it to come to Australia where he joined the Victorian Railways. When he retired last month, George was Ganger at Kilmore. His railway career took him to Newport, North Melbourne, Camberwell, Spotswood, Toolamba, Bylands (where his wife was Caretaker), Koetong (and a best-kept length first prize), Wodonga and finally Kilmore. So, as it can readily be seen, after travelling all the way from Ireland, George kept travelling even after he got here. "I've enjoyed my 34 years with the railways," he says, "and I've made some wonderful work-mates. I've always tried to do a good job." George has his own house at Kilmore and there he will be spending his leisure years.

Safeworking Expert

THE last day of October was also the last day in the service for Mr. F. R. Tydell, Train Register Checker at Flinders Street. For nearly 49 years he was a railwayman. Safeworking was, of course, his speciality—he grew up with the system, and spent over a quarter of a century on train register checking. Very quiet, very retiring, he was also very efficient. Ahead of him now is a very pleasant prospect—a tour to the tropical islands in the north.

Boer War Veteran

WE say "good-bye" to a Boer War veteran. He is Skilled Labourer G. W. Emmett, of Hamilton. And this is the story he told us: "After returning from the Boer War in 1902, I obtained a job in the Railways Department at Hamilton in a platelaying gang. It lasted about nine months. After finishing the platelaying I obtained a job in the Works Branch and was told at the time that this job might last for only three months. But it lasted over 40 years. I will have plenty to keep me busy now that I have retired as I have my own home in Hamilton, a car, and a fine vegetable garden. Forty-three years is a long time to be in one place: I have seen a good many Works Foremen come and go. Time marches on, and it is now my turn to enjoy myself and have some leisure."

THE senior Special Class Signalman in the service takes a bow. It is a farewell bow, for he has now joined the 65-ers. Mr. R. Jones is the man we are speaking of, and last month he left us after 47 years' service, 37 of which were spent in the signal box. Of that period, the past 26 years were put in at "A" Box, Flinders Street. Someone with a mathematical turn of mind might like to work out how many trains Mr. Jones sent safely on their way in his time. If there is such a person, would he tell us the answer, please? It is worth noting that Mr. Jones is a nephew of the late Mr. S. Jones, one time General Superintendent of Transportation.

Good Fishing Ahead

IN 1910 Fitter's Assistant Percy Mallett, of Geelong, joined the Department. Originally a Repairer, he later transferred to the Rolling Stock Branch, where he qualified as an Engine Driver. Twelve years ago he was superannuated. He interested himself in V.R.I. affairs at Traralgon to fill in the time. Then he was recalled to the Department, and appointed Fitter's Assistant. Repairer—Engine Driver—Fitter's Assistant: Percy is nothing if not versatile. Wherever the fish are biting best around Geelong is where you will find him in the future.

Portland's Plowman

WAS Bill Plowman happy when Carlton won the premiership! He had tipped the victory right through the year. (He's been tipping it for donkey's years, if it comes to that). When the results filtered through to Portland, Bill's smile was a foot wide (we are told). He has retired now. Yes, Engine Driver Bill Plowman, of Portland, has become another "retired railwayman." Bill was a very popular member of the Portland branch of the A.F.U.L.E. To give him a token of their esteem his fellow members gathered in Portland last month to wish him long life and happy days. Before he went to Portland, Bill spent many years at Warragul.

Paints and Lamps



Mr. Rimmington

"I started as a Painter at Ararat in 1910," Lampman A.

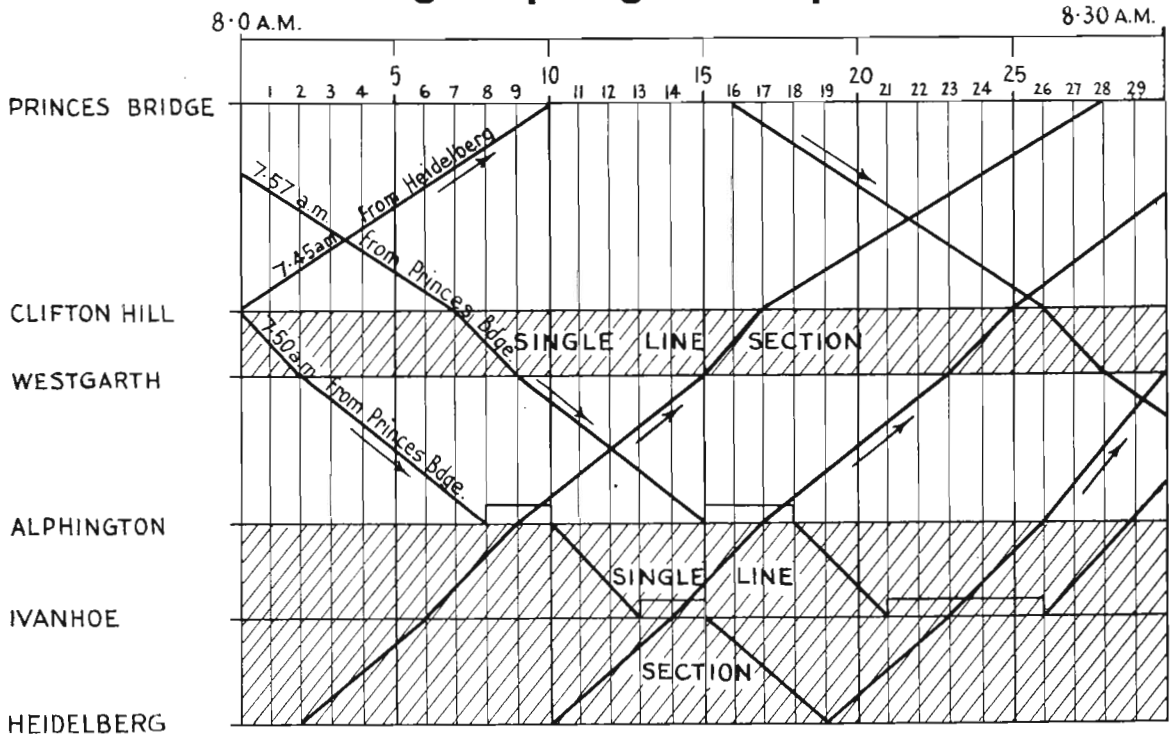
Rimmington told us last month. "During the next six years, I learned the section inside-out and back-to-front. You might like to hear of one exciting experience. I was travelling home in the guard's van with Guard Dunn when the van caught fire. It blazed up quickly and we had to get out in a hurry. It burned to the ground, too—we

were very late home for tea that night. After leaving Ararat," he continued, "I was transferred to Colac and then to Ballarat, where I have been ever since. I've seen a good many changes in my time, and met a fine lot of fellows. I'll miss them—but I'm not sorry to be retiring, needless to say."

CALLING SWIMMERS, LIFE SAVERS!

The V.R.I. Swimming and Life Saving Club is being re-formed. A meeting will be held at the V.R.I. Buildings on Monday, November 10, at 8 p.m. All men AND women interested are cordially invited to attend.

Improved Train Running Will Result From Heidelberg—Alphington Duplication



JUST what is involved in the running of trains between Heidelberg and Melbourne, in which two sections of the route—Heidelberg-Alphington and Westgarth-Clifton Hill—are single line, is well illustrated in the section (exhibited above) of a departmental train control graph revealing the scheduled train movements in the peak half-hour period—8 a.m. to 8.30 a.m.—from Heidelberg to Melbourne.

It will be seen that the 8.2 a.m. train from Heidelberg is timed to reach the end of the first single-line section at Alphington at 8.9 a.m. Here, waiting to cross into the single line, is the 7.50 a.m. train from Princes Bridge, due at Alphington at 8.8 a.m. and unable to proceed further until the 8.2 a.m. from Heidelberg emerges from this section unless, through some unforeseen circumstances, the 8.2 a.m. is unduly held back.

The 7.50 a.m. train from Princes Bridge is due at Ivanhoe at 8.13 a.m. where it crosses the 8.10 a.m.

train from Heidelberg and subsequently forms the 8.19 a.m. train from Heidelberg to Princes Bridge. The 8.10 a.m. train from Heidelberg is timed to leave the single-line section at Alphington at 8.17 a.m. so that the 7.57 a.m. train from Princes Bridge can run on to Ivanhoe and return from there at 8.26 a.m.

So this complicated process goes on—a tightly woven system at all times, but creating additional transport difficulties in the peak hours, because the loss of even a couple of minutes by any train (running in either direction) may result in an accumulation of unavoidable delays—a frequent possibility in a busy and increasingly popular suburban service with two “bottle-neck” sections of single line in an overall run of only eight miles.

It is this problem which the present duplication works now under way between Alphington and Heidelberg—a distance of 2½ miles—will help to solve. When that major job is completed, better time-tableing and much smoother running of trains will be assured.

LAVERTON A.S.M. DIES.

DEEP regret will be felt at the death by road accident last month of Mr. H. J. Spruhan, Assistant Stationmaster at Laverton. Only 23 years of age, he started as a Lad Porter at Ashburton in 1940. Subsequently he was transferred to Bendigo where he developed his railway knowledge for some months. Spencer Street and Emerald provided further experience before he went to Laverton as an Assistant Stationmaster.

A popular young railwayman of considerable promise, he had collected several certificates, among them First-aid, Guard's, Staff and Ticket, Electric Staff and Tablet, and Porter-in-Charge—full evidence, if such were needed, of his diligence and quality.

Youngest Grand-papa at Last?

PAPER Cutter K. Hazell's claim to be the Department's youngest grandfather—as reported in our last issue, he was only 40 when his grandson was born—has been quickly challenged . . . and he has been deposed!

This time the “championship belt” must be handed to Repairer F. G. Wright, of Kilmore East. When his grand-daughter, Marlene, was born on November 8, 1941, he was only 37 years of age; his wife, 34.

Besides the child's mother (Mrs. Ida Muller), who is the eldest at 23, Mr. and Mrs. Wright have eight other children; five boys and three girls, whose ages range from 12 months to 21 years. In addition, they have six grand-children.

Better Suburban Train Schedules Planned

CHAIRMAN'S SECRETARY NOW

LITERALLY many hundreds of Rolling Stock Branch railwaymen throughout the State will recognize the accompanying photograph. They will recall a very young member of the service who, as a Relieving Clerk, was at one time or another at practically every locomotive depot and workshop in the metropolitan and country districts.



Mr. Hawkins

It is Mr. J. L. Hawkins, whom the "News Letter" warmly congratulates on his recent appointment as Private Secretary to the Chairman of Commissioners. The experience he gained while roaming "outside," combined with a brief term in the Transportation Branch, is proving invaluable.

Mr. Hawkins began as a Junior Clerk on the Clifton Hill station. He subsequently applied for transfer to the Rolling Stock Branch and after his peregrinations around the system, he settled down in the Head Office in the Timekeeping and Employment Section of the Staff Office. His success there led to his selection for a position when the Central Timekeeping Bureau was created.

A few years later applications were invited to fill vacancies in the Secretary's Branch; he applied, was successful and was attached to the staff of the Commissioners' Secretary on general administrative work.

A family of four boys and two girls, together with a garden of above-average dimensions, make up Mr. Hawkins's main interests these days—and he revels in them. It was not so long ago that he actively participated in many forms of sport, with tennis and cricket (including the captaincy of several teams) being the most favoured.

V.R.I. FOOTBALLERS HELP

TO complete the record in the "News Letter" of happenings in V.R.I. Football League circles for 1947, mention must be made of two games in which railwaymen—footballers from the metropolitan area—generously visited two country towns to play on behalf of charitable efforts.

Players from the North Melbourne Workshops and the North Melbourne Loco Depot made up a team that visited Seymour towards the end of September. They played the Seymour Football Team which had been premiers in the Goulburn Valley League. The visitors were captained by Len Murphy (Carpenter, North Melbourne Workshops) who, of course, is remembered as a former leading Collingwood player. Fred Koch, also of the Workshops, was the capable Manager of the party. The local team won a hard-fought game by two goals.

Nearly £30 was raised for the widow and family of the late Mr. S. Doyle (Fitter's Assistant), who recently died in Seymour.

During the week-end, October 4-6, the Melbourne Yard team (premiers of the V.R.I. League for 1947) went to Benalla, where they played the local team. The proceeds, which amounted to £25, went to the Benalla District Memorial Hospital. The game resulted in a win for Benalla (10 goals 17 behinds to 8 goals 4 behinds).

PEAK PERIOD RELIEF

IMPROVED suburban train services, especially on the Frankston, Dandenong and Sandringham lines, which are to come into operation on November 2, will be greatly appreciated by passengers. Likewise, many hundreds of railwaymen on the suburban operating staff will be assisted by the new set-up and innovations in the suburban working time-table.

Additional trains will be scheduled on all three lines during "peak" periods. Passengers living beyond Moorabbin will have the benefit of a more frequent "off-peak" service. Certain of the express trains on the Frankston and Dandenong lines will leave from, and arrive at, Nos. 10 and 11 East Platforms, Flinders Street, instead of Nos. 6 and 7 Platforms. The augmented service could not be handled at the latter platforms as they are fully occupied by other trains, including those to and from the Williamstown line.

Time-Table Innovations

Outstanding in the revised suburban working time-table is the use of paper of varying colours for schedules of the different days of the week. Under the new arrangement, time-tables for trains on Mondays to Fridays are printed on white paper; Saturday trains on yellow; and Sunday trains on blue. There is also a section, on white paper, for "General Instructions." The virtues of this segregation, as a means of quick reference, will at once be apparent.

Another innovation is that each time-table can be read vertically (with the old book many of the pages were printed horizontally, thus necessitating turning the book around). There are also indications at top and bottom of each page concerning the docking and trips formed by trains.

Country Golfers Meet

THE first V.R.I. country golf week—to be an annual fixture in future—was held last month. Eighteen railway golfers representing Ballarat, Bendigo, Geelong, Benalla, Dimboola and Korumburra were the guests of the Institute Central Council for the meeting. Weather was ideal and the links in perfect trim. In every way, in fact, this first golfing fixture was a most successful event.

Ballarat won the teams' championship, with Combined Bendigo-Geelong runners-up. The open singles championship saw J. McCarthy (Ballarat) win the event nicely from B. O'Donnell (Geelong). Ballarat's Frank Findlay and Benalla's George Long tied for the "minor" championship, and in the play-off Long won a good match.

City's Small Margin

O'Donnell, runner-up in the open, won the 18 holes morning handicap, and J. Collis (Bendigo) the afternoon handicap. O'Donnell also figured largely in the country and Melbourne pairs by partnering M. Lynn (Melbourne) to win the 18 holes against bogey event.

The final competition of the series was a four ball-best ball with country pairs matched against city pairs. This event was won by the city players—though only by a very narrow margin.

"Good Show" By V.R. Men



VICTORIAN RAILWAYMEN Co-operated splendidly in handling this year's heavy Royal Show traffic under difficult conditions: their fine teamwork gained the warm appreciation of the Commissioners. . . . Here at the Show Grounds Platform, are some of the 291,000 passengers who enjoyed the electric train service from and to the city. . . . A gratifying feature was the number of passengers—134,600—who availed themselves of the facility of booking tickets to the Show Grounds at their suburban stations, rather than add to the congestion at city booking windows.

LIKE A GAME OF BOWLS?

IT is no commonplace to say that "there is an enthusiastic and energetic Committee" behind the success of the Albert Park—V.R.I. Bowling Club. A glance at the recently-presented Annual Report and Balance Sheet shows that, as with any sporting body, the ultimate enjoyment of the game is assured if there is a sound and progressive administration.

For the official opening of the 1946-47 season, the Mayor of South Melbourne (Cr. J. A. Jamieson) attended and performed the ceremony in the presence of about 200 persons. As mentioned in last month's "News Letter," Cr. Jamieson is a former Victorian Railwayman. He is also a member of the Bowling Club.

Members of the Institute, regardless of age or sex, are warmly invited to join the Club. The Hon. Secretary is Mr. W. E. Elliott (General Secretary, V.R.I.), who will be pleased to provide all details to prospective members. The Club has a first-class green situated in the St. Vincent's Gardens, close to the Albert Park railway station.

Trophy winners during the past season were—

Club Championship: Mr. R. Dawson (Runner-up, Mr. J. G. Goodman); President's Trophy: Mr. E. Miller (Runner-up, Mr. W. Jones); Vice-President's Trophy: Mr. L. Ferrari (Runner-up, Mr. S. Bowden); Minor Championship: Mr. C. Gadsby (Runner-up, Mr. W. Schneider); "A. F. Stacey" Trophy: Mr. R. Dawson; "A. J. Conquest" Trophy: Mr. L. Ferrari; "A. J. Letham" Trophy: Mr. C. Gadsby; "V.R.I. Trophy:" Mr. A. Treleaven.

Mr. Dawson entered for the Victorian "Champion of Champions" Competition, and won his way into the quarter-finals. Congratulations!

Quest For Station Name Aroused Great Interest

"ALAMEIN" was chosen as the name of the new terminal station on the Ashburton line after over 200 suggested names were considered by the Commissioners. Suggestions, which were invited through the press, came from all over the State, and were remarkable for their interest and variety.

The greatest number of correspondents believed that the right name for the station should be Montgomery, in tribute to the career and personality of Britain's great soldier, but this could not be adopted, as there is already a station bearing that name in the Gippsland district.

Some suggestors considered that the new station should be named Elizabeth, presumably after Princess Elizabeth, whilst others would have been happy if it had gone ultimately into the time-tables as Churchill, Winston, Gloucester or Mountbatten.

Tribute To Fighting Men

One correspondent submitted a number of aboriginal and largely euphonious names, including Corrobooree, and there were writers in favour of christening the station, "Victory," "Utopia," "Welcome" and "Worth While."

In selecting "Alamein" which, incidentally, won the necessary approval of the P.M.G.'s Department and the Department of Lands and Survey, the Commissioners were influenced by the prospect that many of the new homes in the vicinity are or will be occupied by men who served in the recent war. Moreover, many of the names of the new streets have been named by local authorities on the same principle—as for example, Morotai Avenue, Buna Court, Bardia Avenue and Tobruk Road.

By the way, the main approach to the station is called Alamein Avenue.

INTERSTATE CRICKET MIGHT SOON BE REVIVED

HIGHSPOT of the cricket news from the V.R.I. this month is the strong possibility that interstate games for the "Mick Simmons" Cup will be resumed in February next. Invitations have been sent to all Australian railway systems to be represented, and it is expected that at least five teams will take part in the Carnival, proposed to be held at Launceston.

This will be the first interstate cricket carnival since before the war; Victoria won the last series and now holds the "Mick Simmons" Cup.

For the 1947-48 season of the V.R.I. Cricket Association, there will be eight teams striving for the "Commissioners' Cup." This year the standard of the game is expected to be the highest for many years; the prospect of selection to represent Victoria should prove a magnet for all players.

The teams are: Spotswood Workshops (winners of the Cup last year); North Melbourne Loco; North Melbourne Workshops; Melbourne Yard; Flinders Street; Spencer Street; Electrical Engineering Branch; and Northern Lines.

First of the games for this year was played on October 14. They will be continued on Tuesdays and Thursdays at the V.R.I. Sports Oval at Royal Park, which is a few minutes' walk from the local railway station.

LINES FROM OTHER LINES

Q.R. Buy "Garratts"

QUEENSLAND Railways have ordered 10 "Beyer-Garratt" locomotives at a cost of about £450,000. These engines have been specially designed for service in Queensland. The maximum axle load for bridges in Queensland is 12 tons. This axle load already has been reached with the existing types of locomotives, and it would, therefore, be necessary to strengthen bridges before conventional types of locomotives, with a greater tractive effort than the existing locomotives, could be used.

To obviate the heavy expense that would be involved and to provide a locomotive of adequate power to haul the new air-conditioned train which is being designed for use on the Queensland Railways, recourse is being made to the use of the "Beyer-Garratt" type locomotives which have given very satisfactory service on other railways, particularly in South Africa.

The "Garratt" locomotives being designed for Queensland will have an axle load of 9½ tons. They will be of 4-8-2 plus 2-8-4 wheel arrangement, and will have a tractive effort, at 85 per cent. boiler pressure, of 32,800 lb. The locomotives in working order will weigh 135 tons and will have a total wheel base of 51 ft. 8½ in., the length over buffers being 90 ft.

The coal capacity will be from six to seven tons, and the water capacity, 3,800 gallons. The fireboxes will be completely welded and of the "Belpaire" type, and all wheels, other than coupled wheels, will be fitted with roller bearings. The locomotives will be grease lubricated.

English Rail Charges Rise

ALTHOUGH the cost of English railway operation rose considerably during the war years, fares and freights were not increased beyond 16½ per cent. The decline in traffic at the end of the war brought a sharp fall-off in revenue and, in July 1946, passenger fares were increased to 33½ per cent. and freights to 25 per cent. above pre-war rates.

But costs continued to rise and traffic to fall. The gap between revenue and expenditure widened. Reviewing the position last March, the Minister for Transport estimated that the fall in business and increased operating costs, coupled with the severe weather conditions and the fuel crisis, would cause a deficiency in the 1947 net railway revenue of at least £32 m. Further wage increases from July 1 will cost £22 m. in 1947 and £37 m. in 1948, making a total deficiency in 1947 of £59 m. and in 1948 of £65 m.

As from October 1, therefore, all railway charges were increased to 55 per cent. above pre-war rates. It is expected that these increases will yield £15½ m. this year and about £65 m. next year.

Railway costs have risen to something like 80 per cent. over pre-war standards, making these rises inevitable.

LETTER SPEAKS FOR ITSELF

"I wish to thank the Railway Porter at Flinders Street station for his honesty to-day. Having found my purse after the arrival of the Healesville-Lilydale train, he lost no time in making it available for me to claim it. Such honesty is very commendable.

I wish to thank, also, the lady on the Essendon tram who so kindly gave me sixpence to pay my fare and the young lady who rang the Railways Department for me. It is good to know there is such honesty and kindness in this world of troubles.

(Sgd.) Lilydale Resident."

"WALLY" HAS LEFT US

WALLY has retired. Yes, 65 candles on Hall Officer Wally Wedgwood's birthday cake. For 18 years he has been as much a part of Head Office as the pillars at the main doorway, the centre stairs, or the domes. In his time, Wally has known—and been known to—thousands of railwaymen and rail patrons from all over the State. "Yes,



Mr. Wedgwood

Madam—G.P. & F.A., third door on the right" . . . "4th Floor, Sir—Room 225" . . . "Tender Box on the 3rd Floor—Room 191" . . . Wal has always been a mine of information, with a better knowledge of Head Office layout than the Architects who designed the building.

As a boy he wanted to be a railwayman, but was put to a trade. As soon as he turned 21, however, he entered on a railway career. Two of his sons also became railwaymen. Wally, the elder, is an Electrical Mechanic at Jolimont (and an interstate 2nd-eleven cricketer). Laurie, the second boy, was 12 years with the Department before resigning to take up a position outside.

In his younger days, Wally Wedgwood was a keen footballer, well known in the Civil Service Competition—later the Wednesday League. To-day he is an ardent cricket and football follower, with a pair of lungs always at the service of Fitzroy.

He is a fishing enthusiast, rather an expert on opals (he spent six months on the Lightning Ridge opal fields), a gifted entertainer, a raconteur, something of a versifier . . . to name only a few of his hobbies and abilities. At present he is building a house at Aspendale, and there he will spend his retirement at his hobbies—especially fishing.

Death of Mr. C. H. Fethney

IT is with deep regret that the "News Letter" records the death last month of Mr. C. H. Fethney, former Assistant Chief Civil Engineer. He had been living in Sydney for some years. When Mr. Fethney retired from the service in 1938 he left behind a high reputation both as an engineer and an administrator. Important works in all parts of the State testify to his outstanding ability.



Mr. Fethney

He joined the service in 1889 as an Engineering Student. His early brilliance foreshadowed his successful career in the Department. Among the many responsible positions he occupied were Metropolitan District Engineer, Inspecting Engineer, Superintending Engineer and, for four years, Assistant Head of the Way and Works Branch.

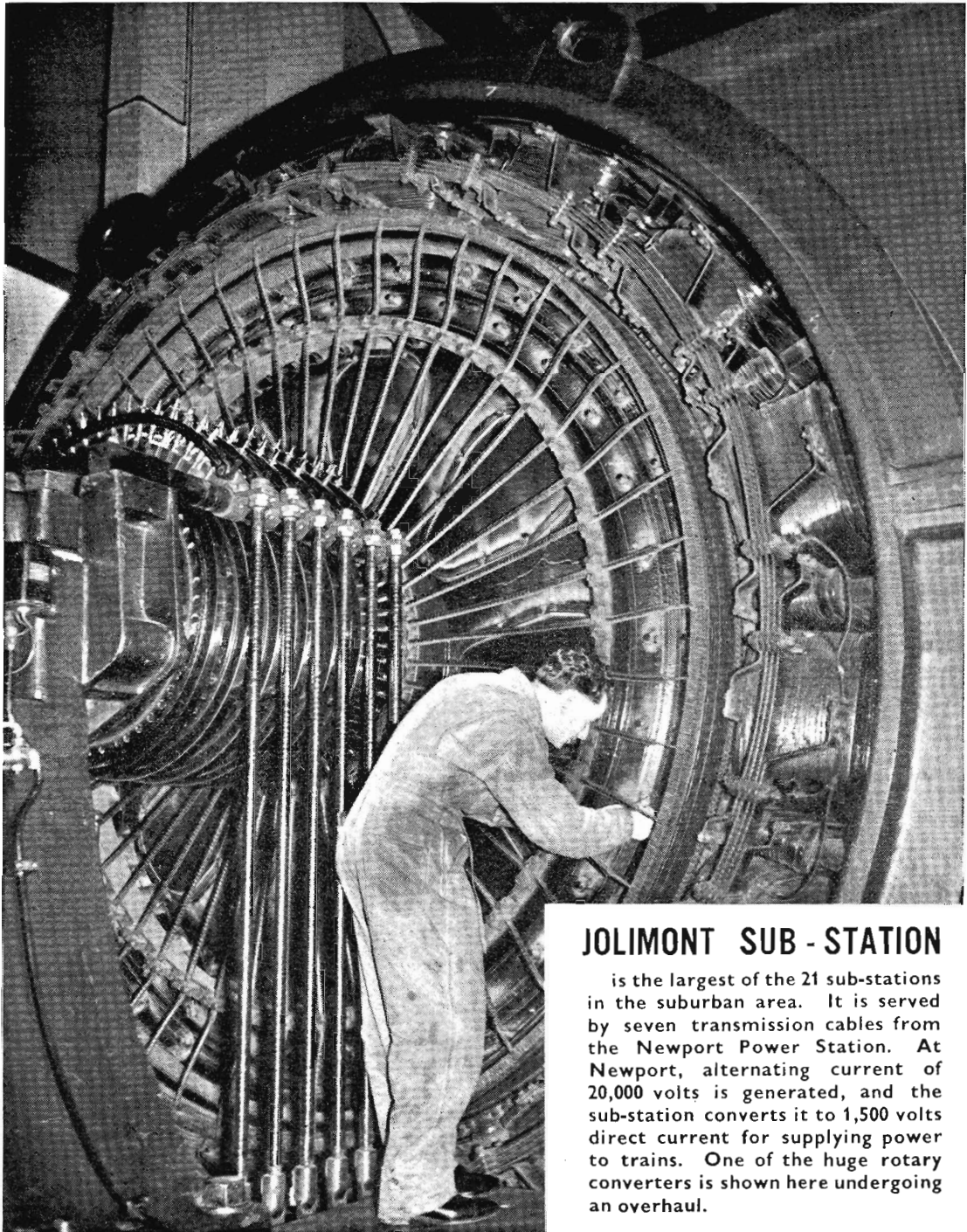
At the time of his retirement he was a member of the Grain Elevators' Board; other bodies on which he had represented the Department were the Town Planning Commission, the Traffic Congestion Board, the City Square Commission, Removal of Saleyards Committee, and the Moonee Ponds Creek Flood Prevention Board.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners.

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JOLIMONT SUB - STATION

is the largest of the 21 sub-stations in the suburban area. It is served by seven transmission cables from the Newport Power Station. At Newport, alternating current of 20,000 volts is generated, and the sub-station converts it to 1,500 volts direct current for supplying power to trains. One of the huge rotary converters is shown here undergoing an overhaul.

PRIZE COMPETITION

Say What You Think About The "News Letter"

THE "NEWS LETTER" wants to know what railwaymen think of it. Is it telling them the things they want to know? Are its articles and paragraphs presented in an interesting manner? Does it devote too much space, or too little, to personal items? Are there matters of interest that are being disregarded in its columns?

Within its necessarily limited space, the "News Letter" wants to live up to its name—to be literally a record of railway news of interest and educational value. It wants to know whether its readers think it is succeeding in this, and if not, what they feel should be done about it.

It has therefore been decided to invite their criticism and suggestions in a friendly competition, to take the form of a short essay limited to 500 words. Awards for the three essays adjudged by the Editor to be the best will be: First, £3/3/-; Second, £2/2/-; Third, £1/1/-. Winning entries will be published in the "News Letter."

Do not be deterred by lack of literary experience from entering this unique competition. The substance of the essays, rather than their form, will largely determine the winners.

December 31 is the closing date for entries, and they should be forwarded to The Editor, "News Letter," Railway Offices, Spencer Street, in good time to reach him on or before that date.

FINE RECORD IN TWO WARS

FROM Gunner to Lieutenant in the First World War, with over five years' service abroad, and from Major to Colonel in the Second World War, with almost eight years in uniform, is the record of Cyril Johnston, who is now back with the Accountancy Branch at Head Office. In his time he has served in Egypt, Gallipoli, France, Belgium, New Guinea, the lonely Western Australian beaches and Darwin.

When the last war broke out, Cyril Johnston held the rank of Major with the Militia. He promptly entered on full-time duty, and his first assignment was to pioneer Army Service Corps activities at Puckapunyal. "Pucka." was a real wilderness in those days, and his task was enormous.



Cyril Johnston

Early in 1943 he embarked for New Guinea (with the rank of Lieut.-Colonel) and joined the staff of combined Operational Services Command, set up by Generals MacArthur and Blamey. Its function was to arrange supply of all-too-short equipment and stores to the Allied forces. Cyril was stationed at Port Moresby, Milne Bay, Buna and Wau. Supply and transport arrangements for the famous Bulldog Road construction were under his charge.

After attacks of malaria and dermatitis he was returned to Australia, and joined General Bennett's Division in Western Australia. Then came 18 months in Darwin, with as many as 8,000 men and 1,000 vehicles in his control. June 1945 brought his promotion to Colonel and a transfer to Victoria Barracks as Deputy-Director of Supplies.

His is certainly a record to be proud of—another fine contribution to the sterling war story of Victorian Railwaymen.

Ambulance Title Winners

THE Interstate Ambulance Competition held in Adelaide on November 20 was a keen tussle between the first two teams. South Australia, with 423½ points, barely won from Queensland, who scored 422½ points. The "News Letter" offers heartiest congratulations to the victors.

The other teams finished in this order: Tasmania, 419½; West Australia, 412½; New South Wales, 409½; Victoria, 408; and Commonwealth, 402½.

Victoria was represented by the North Melbourne Loco Team No. 3, which won the State Ambulance Competition in October.

Mr. Kent Hughes

New Transport Minister

THE "NEWS LETTER" greets the Hon. W. S. Kent Hughes, M.V.O., M.C., B.A. (Oxon.), M.L.A., who, on November 20, became Minister for Transport in succession to the Hon. C. P. Stoneham, M.L.A. He holds also the portfolio of Minister for Education, and is Deputy Leader of the State Parliamentary Liberal Party.

A member of the Legislative Assembly for 20 years, Mr. Kent Hughes was Minister for Transport in 1934-35. A highlight of that period was the visit of H.R.H. the Duke of Gloucester for the Victorian Centenary Celebrations. For his services as a member of the Cabinet Sub-committee handling the arrangements for the Duke's tour, Mr. Kent Hughes was made a Member of the Victorian Order.

Apart from politics, the new Minister has a distinguished record as a scholar, athlete and soldier. Born at East Melbourne in 1895, he was educated at Trinity Grammar School, Kew, and the Melbourne Grammar School.

He was Rhodes Scholar for 1914 and while at Christchurch, Oxford, took his Degree in Arts with Honours. He was Head of Christchurch, a half-blue of the Oxford University Athletic and Lacrosse Clubs, and Captain of the Oxford Ski Team.

His prowess as an athlete was further emphasized when, in 1920, he was chosen as a member of the Australian Olympic Team. In the same year, he represented the British Empire and England in athletics against the United States and France respectively. In 1938 he was appointed Manager of the Australian Team for the Empire Games. At present, he is Vice-President of the Victorian Amateur Athletic Association.

War Service

On the outbreak of the First World War, Mr. Kent Hughes enlisted in the A.I.F. and rose to the rank of Major. He was awarded the Military Cross and was four times Mentioned in Despatches. In the Second World War, he served as a Colonel with the 8th Division in the Malayan Campaign.

For 3½ years he was a prisoner-of-war in the hands of the Japanese. During that period of captivity he wrote, on tiny sheets of paper hidden by devious means from the Japanese, an epic poem of about 60,000 words which he recently published under the title, "Slaves of the Samurai". This is not the first book from his pen. His "Modern Crusaders" was written in 1918, after his experiences of the First World War.

RETIREMENT OF MR. DONALD CAMERON

MR. DONALD CAMERON, who for nearly 25 years occupied the important position of Chairman of the Railways Staff Board, retired from the service on November 7. Amongst the farewells tendered was one by his fellow-officers of the Secretary's Branch, when he received handsome gifts for himself and Mrs. Cameron. Like his colleague, Mr. E. C. Eyers, the late Secretary for Railways, Mr. Cameron graduated from the Transportation Branch, which he entered as a Junior Clerk at Beaufort on November 1, 1897. His enthusiasm in any work that came his way—a quality that remained with him throughout his official life—was early recognized, and soon he was transferred to the Transportation Staff Office.

Chosen for promotion to the Secretary's Branch in 1909, he entered upon the long association with staff and industrial matters that led to his appointment first as a Member and shortly afterwards as Chairman of the Staff Board, in which office he found full scope for his outstanding capacity, initiative and resourcefulness.



Mr. CAMERON

"Don Cameron" has long been a familiar figure not only throughout the Victorian Railways, but in outside industrial circles also. His intimate knowledge of awards of the Arbitration Court and Industrial Tribunals made him a recognized authority on such matters.

Remarkable for his versatility, he was selected by the Commissioners in 1927 to visit Great Britain and America to study aspects of railway practice there; he was a member of a Royal Commission appointed to enquire into workshop methods and administration in Queensland; he was actively associated with the Returned Soldiers' League in its rehabilitation work after the First World War; and he was for some time a member of the Council of the Brighton Technical School.

But perhaps the apex of his colourful career was reached when, during the war-time years and at the request of the Federal Government, he undertook and carried out with marked distinction the onerous and exacting duties of Deputy-Director of Man-power for Victoria. It was characteristic of him that, in a position in which the creation of ill-feeling seemed inevitable, he made a host of good friends.

The same energy and capacity that he exhibited in his more official activities were equally demonstrated during his long term on the Council of the Victorian Railways Institute, both as Commissioners' representative and, more conspicuously, as President. Here, his broad and understanding outlook was invaluable in maintaining human relationships and widening the Institute's sphere of usefulness.

Always mindful of his own early days, Don Cameron never failed to instil into the minds of young men entering the service the need, and the pleasure, of pride in the job which, apart from his innate ability, he knew to be largely responsible for his own success. He remains confident that the Department offers exceptional opportunities for ambitious men who believe, like himself, in the ideals of public service, and have the enthusiasm and the will to put those ideals into practice.

Incidentally, Mr. Cameron's two sons served in the Second World War: one as a Wing-Commander in the famous No. 10 Sunderland Flying Boat Squadron; the other as a Captain in the A.I.F.

Mr. N. QUAIL NOW CHAIRMAN OF STAFF BOARD

WHEN Mr. Norman Quail moved into the Chairmanship of the Staff Board on November 8, he was re-assuming responsibilities that he had shouldered during the difficult war period—while Mr. Donald Cameron, his predecessor, occupied the position of Deputy-Director of Man-power—and was therefore on familiar ground. Previously he had many years of varied experience in all phases of staff and industrial questions ranging from the staff problems of a particular Branch—the Electrical Engineering—to the wider, more expansive field covered during 21 years' association with the Staff Board.

Born in Bairnsdale in 1894, Mr. Quail is yet another of the many country-bred boys who have risen to important administrative posts in the Department. He began in the Transportation Branch as a Junior Clerk at Geelong in 1909 and after experience at various country locations was transferred to Melbourne where he was engaged in the Metro. Supt.'s Office, Transportation Branch Head Office, and subsequently in the Electrical Engineering Branch.



Mr. QUAIL

The continuity of his railway career was broken when he joined the First A.I.F. Enlisting as a Gunner, he soon obtained a commission and while an officer of the 111th Howitzer Battery on active service in France was awarded the Military Cross. Incidentally, he gained this distinction on one of the great days in military history: August 8, 1918, when the "Hindenburg Line" was smashed, leading to the winning of the war a few months later.

Shortly after resuming in the Department after his war service, Mr. Quail was appointed Personal

Clerk to the Chief Electrical Engineer, and in 1923 was promoted to Staff Clerk of the Branch. His success there led to his transfer to the Secretary's Branch as Senior Clerk to the Staff Board.

Later he filled a variety of important positions, including Advocate before the Railways Classification Board, Secretary of the Railways Classification Board, Secretary of the State Coal Mine Industrial Tribunal and Member of the Staff Board. As already mentioned, he was Acting Chairman of the Staff Board during the war years.

As railwaymen began to return to the Department after the Second World War, the need became apparent for a specialized section for their reception and guidance. Thus the Rehabilitation and Welfare Section was created. Mr. Quail took a leading part in the inauguration of this service, and has since maintained a keen interest in all its activities.

Mr. Quail is disinclined to speak of himself in relation to "affairs outside the Department." However, it is known of him that, as a member of the Legacy Club, he unselfishly devotes much of the time that he is able to spare from Departmental affairs to the splendid work that is unostentatiously carried on by that organization in the interests of the families of deceased servicemen.

SOME PRESENT DAY TRAIN RUNNING PROBLEMS EXPLAINED

Unpunctuality Of Country Trains

LA TE-RUNNING of country trains is naturally a much-discussed matter amongst railway patrons these days. From letters received, it is apparent that there is still some lack of knowledge of the conditions that are preventing the Department from remedying the situation. The following statement recently made by the Commissioners in answer to a letter from a country Borough Council explains the causes of unpunctual trains:

"Much as the Commissioners regret the inconvenience being caused by late-running of country trains, the contributing factors are beyond their control. Under present conditions it is not practicable to obtain anything like an adequate quantity of coal, and much of that which is supplied to this Department is of poor steaming quality.

"Because of this it is not possible to operate more than 50 per cent. of pre-war passenger trains and, as a consequence, engines frequently haul greater loads than those specified in the schedules, thus causing them to lose time in running, with resultant delays at crossing stations. Moreover, a result of fewer trains is heavier concentration of van goods traffic, and additional staff to expedite the discharging of van goods is not obtainable.

"In an endeavour to provide more punctual running we did extend the schedules of a number of trains. Although this has not met the position as well as we would have wished, we are reluctant to sanction any further extensions of the schedules, especially as "on time" or "close to time" arrivals are sometimes achieved.

"No one is more anxious than the Commissioners to provide a convenient, reliable and comfortable train service. We are constantly doing everything possible to obtain more coal in a controlled market and spending large sums on substitute fuels, and we derive no satisfaction from running poor services for which there is no present alternative."

Essential Traffic First

CRITICISM has also been directed against the Department for the absence of special country passenger trains on the Cup Day Holiday. The Commissioners, however, have clearly explained that increased steam services on that day could have been provided only at the expense of the already drastically reduced services that are all that can now be provided for essential passenger and goods traffic.

"We are fully aware that our inability to provide services that were customary in normal times is creating dissatisfaction," the Commissioners said, "but we have no doubt that much greater dissatisfaction would be caused if we failed to conserve our limited resources for the essential services upon which the life of the community is dependant.

"Sunday and holiday trains will certainly be restored at the first opportunity, but present prospects are not encouraging. At the moment we are very seriously concerned about the outlook for the Christmas holiday season.

"Notwithstanding the most rigid economies, it has so far been impossible to build up adequate reserves of coal for the special trains that have usually been run during that period, and the situation is now dependant upon supplies that come to hand within the next few weeks.

"Even in these circumstances there is a deficiency of staff, and this also must be overcome before all of the services that the Commissioners would be glad to supply can be scheduled."

MILITARY CROSS WINNER IS BACK ON JOB

LAST month Lieut. John. F. Liddy returned to his pre-war post of Train Examiner in the Spencer Street Passenger Yard. He had 6½ years' service with the Second A.I.F., three of the numerous highlights including:

- winning the Military Cross for outstanding service in mine clearance and general bomb disposal at Balikpapan in the Borneo campaign,
- taking part with the American Forces in the Leyte and Luzon campaigns, during which he was awarded the Bronze Star, and,
- arriving back in Northern Australia on well-earned leave at 9 a.m. one day, telegraphing his wife in Melbourne that he would be home "soon" and, at 6 p.m. the same day, being whisked away back into the fighting in the Islands.

Mr. Liddy enlisted as a Sapper in the Engineers in June 1941, and received his commission in 1942.



Mr. LIDDY

He went right through the New Guinea campaign and was also heavily engaged at Tarakan and Balikpapan. His period as an Observer with the American Forces, especially in the bitter landing at Leyte, was the prelude to many hair-raising experiences with the Australians.

Becoming a V.R. man in 1916, Mr. Liddy has been in the vicinity of North Melbourne and Spencer Street for many years; for a long time he was a Relieving Train Examiner at

Woomelang, Echuca and Bendigo and many other locations.

Link with Burke and Wills

HERE'S an item of historical interest. Thomas James Wills, who joined the Victorian Railways on November 7, 1861, as a Goods Clerk at Melbourne, was a link with the ill-fated Burke and Wills Expedition which, in 1860-61, made the first crossing of Australia, from Melbourne to the Gulf of Carpentaria.

He was the only brother of William John Wills, second-in-command of the Expedition.

When the Geelong to Ballarat line was opened on April 11, 1862, Thomas was one of the original staff at Ballarat. Later, he was promoted to Station-master and served at Castlemaine, Geelong and other stations. He retired on June 30, 1893, at the age of 56 years.

Service . . .

JUST a line to thank you for service. I carelessly left two small parcels on the rack of a Sandringham train last night, when I alighted at Ripponlea. I rang Sandringham station, but they had not been handed in.

"Tonight I had a ring from your Clerk, Mr. O'Connor at Essendon, stating the parcels had been handed in there, and he noticed my name and 'phone number on them and rang me, and will return them to Ripponlea station for me to pick up.

"I very much appreciate his action, and the courteous manner in which it was done."

—Mr. F. Muirhead, of Orrong Road, Caulfield, writing to the Secretary for Railways.

First 10 Years' Service By "Spirit Of Progress"

NOVEMBER 23, 1937—10 years ago—saw the introduction into service of Australia's first completely air-conditioned, all-steel, streamlined express ("Spirit of Progress") on the Melbourne-Albury section of the Melbourne-Sydney inter-capital route. Described then as "opening a new era in railway service in Australia," this sleek, royal blue and gold train has maintained its position as the premier train in the Commonwealth—and comparable with the world's best.

The train was built because, in the words of Mr. (now Sir) Harold Clapp: "if we are to hold our own against commercial road transport and the anticipated development in commercial air services, it will be necessary to improve the standard of our main line passenger services. As a commencement, therefore, plans have been prepared for a modern, air-conditioned train, constructed of 'Cor-ten' steel, for the 'Sydney Limited' service."

The construction of "Spirit of Progress," carried out in the Newport Workshops, was a triumph of design and craftsmanship. The scores of railwaymen—engineers, draftsmen, artisans and helpers—who were engaged upon the work were justifiably proud of their high achievement, and it was a memorable

NEWSPAPER'S TRIBUTE

ONE of the features of the new streamlined train is the interior panelling in the most beautiful of Australian timbers. The sheets of every compartment were carefully graded and numbered to correspond with the constructional programme. It is a source of pride at the Newport Workshops that of the thousands of sheets of panelling trimmed, fitted and polished there, not one was damaged in any way. Never a carpenter's hammer nor a moment's lack of care marred the record.

"THE ARGUS," Nov. 17, 1937

day for them when the beautiful train moved out of the shops, ready for the road and for the admiration that it evoked.

They were proud, too, to be invited to travel on their train—on a trial run to Geelong—and to acknowledge the greetings from groups of enthusiastic spectators who gathered at stations along the line.

Launching Ceremony

On November 17, 1937, representatives of many phases of commercial, industrial and professional life were the guests of the Commissioners on an initial trial run, also to and from Geelong. On that day, a large crowd was at the flag-festooned Spencer Street station to witness the official launching ceremony.

It was performed by the then Premier (Mr. A. A. Dunstan, M.L.A.). Also on the dais were the late Sir Louis Bussau (Minister for Transport); Mr. R. G. Menzies, M.P. (then Federal Attorney-General); Sir Harold Clapp and Messrs. N. C. Harris and M. J. Canny. Praise for the men of the Newport Workshops was the keynote of all the speeches.

Congratulatory messages flowed in from many parts of Australia and from overseas, including Great Britain, U.S.A., Canada and New Zealand. Later the train was made available for public inspection at Geelong, Ballarat, Spencer Street, Castlemaine and Bendigo. Over 55,000 people passed through the train during the 38 hours it was open at the stations named.

In its 10 years of running daily in each direction between Melbourne and Albury, it is conservatively estimated that nearly 3,000,000 passenger journeys have been made on "Spirit of Progress."

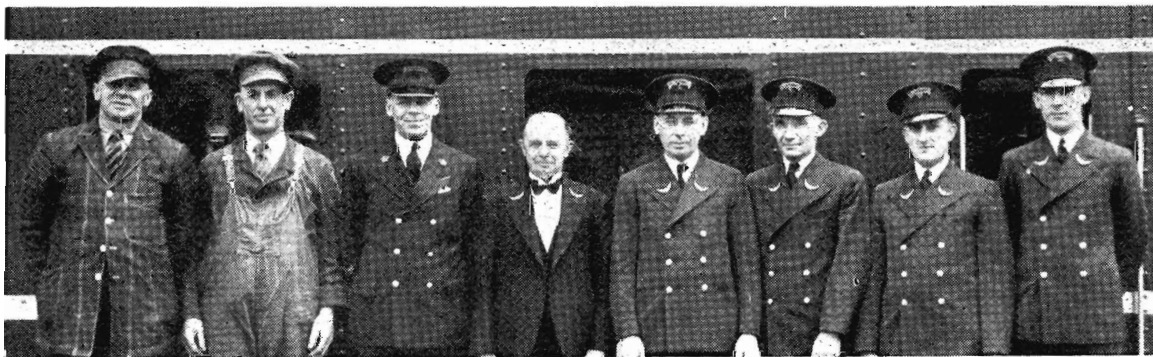
Throughout it has been hauled by one of the four "S" class locos, which have given outstanding service; each bearing the name of a man prominent in the early history of the State. Designed and constructed by Victorian Railwaymen, these locos were placed in service between 1928-30.

Value of "S" Class Locos

Their advent enabled the authorized load for a single locomotive to be increased and permitted the longest and fastest non-stop run on the Victorian Railways system. From the dates the locos were placed in commission until November 23 last, the four of them had covered a total of 4,291,192 miles.

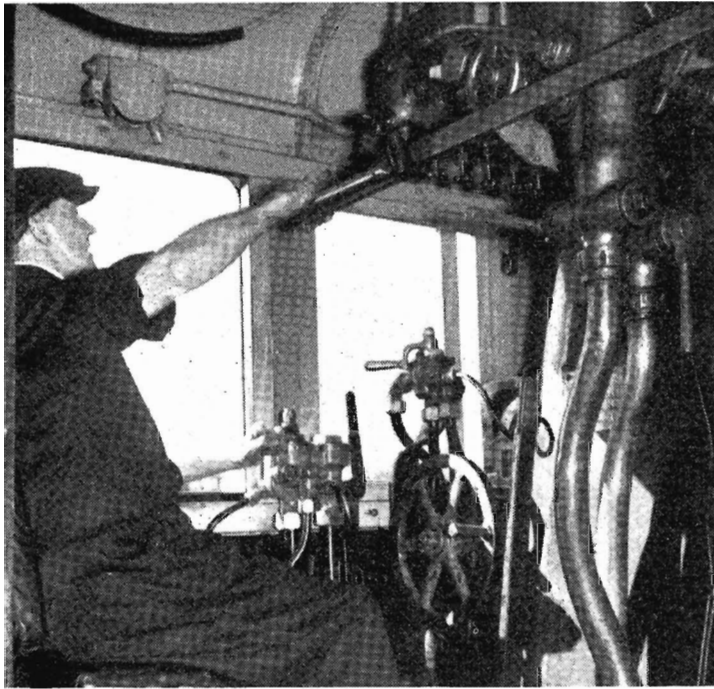
S. 300—the first to be placed in running in 1928—has an aggregate mileage of 1,159,652.

In the first 10 years, nearly 1½ million meals—not including light refreshments—have been served in the dining car of "Spirit of Progress." Many complimentary references have been made from time to time concerning the excellence of this convenient service.

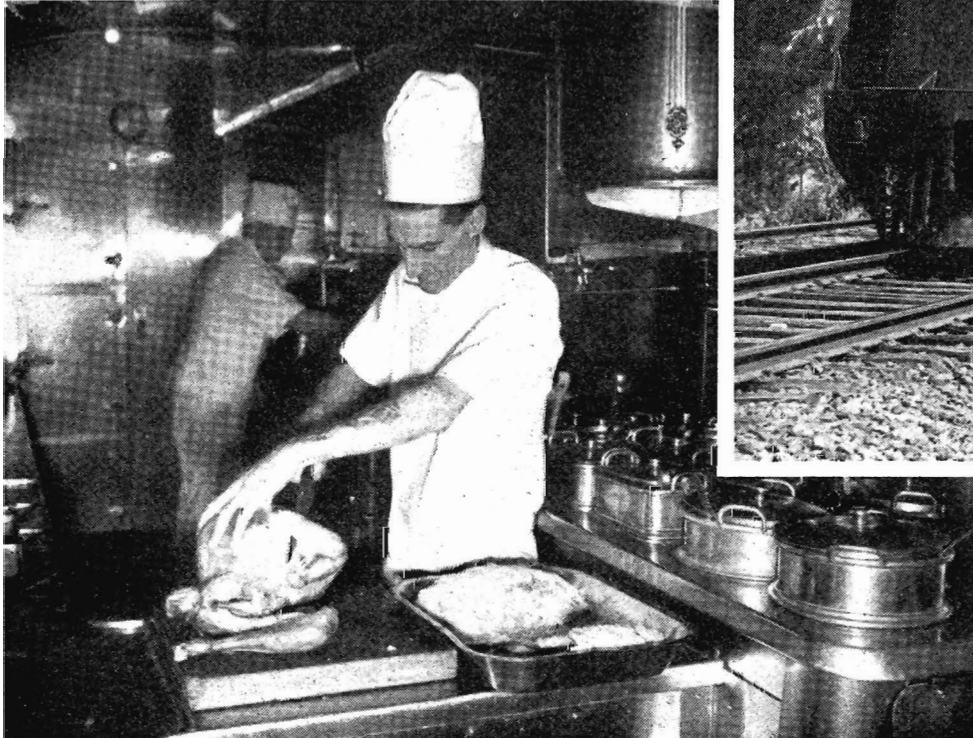


Here is the picture, taken in 1937, of the "Eight Proud Railwaymen on First Run of New Train to Geelong": Driver Frank Myers, Fireman (now Driver) Bill Turner, Commissioners' Special Guard Mark Dean, Dining Car Steward the late Donald Dunbar, Parlor Car Conductor Jack McCahery, and Conductors Hilton Bacon, Jack Freeland and Matt Snell.

10th. Birthday Greetings



PLACED in running on November 23, 1933, first completely air-conditioned, all-steel, blue and gold, this train is comparable. Here we see some of the railway folk in service on such a high level.

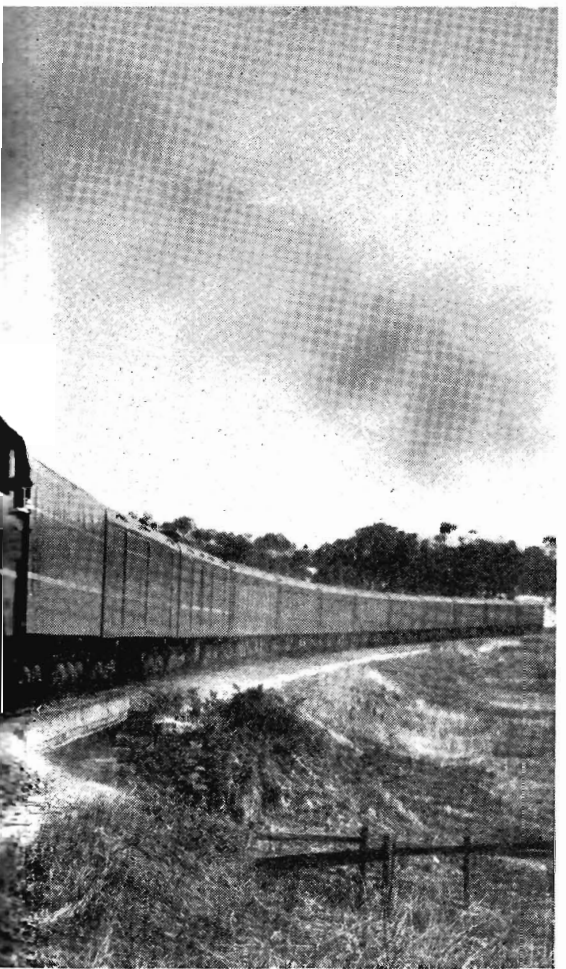


(Above) Poetry of motion
Ogle, one of the staff
drive "Spirit of Progress"
George Bourke presiding
(Top Right) Steward
Alf Dyer in the well
ess Janet Pullen and

To "Spirit of Progress"

"Spirit of Progress" is Australia's finest express. Painted royal blue, it is the world's best.

Help to keep the standard of



"Spirit of Progress." (Top Left) Arthur Watt, Chief of Special Class Drivers qualified to drive the train. (Lower Left) Cooks Frank Collins and Arthur Watt and Waiters Keith Quinn and Arthur Watt in the Dining Car. (Lower Right) Steward-Inspector Joe Dickenson in a happy mood.

EXTENSIVE ROLLING STOCK BRANCH FIELD COVERED IN 150,000—WORD REPORT

HAVING had the privilege of viewing the final report of Messrs. W. O. Galletly and W. H. Chapman (Rolling Stock Branch Engineers) after their official tour overseas, the "News Letter" congratulates the Department upon the possession of up-to-the-minute and authoritative data covering a very wide field of rolling stock branch operations. The report is strikingly presented. About 150,000 words have been written into it; included are scores of explanatory sketches, photographs, etc., to supplement the text; there is a mountain of literature, blue prints, reports, etc., forming an invaluable reference to the main body of comments and recommendations.

The indexes are in themselves a skilful work, denoting the same painstaking thoroughness that characterizes the whole of the report. If one wants to know about overseas practices in locomotive repairs and maintenance—or, for that matter, about venetian blinds in dining cars—a flick of a page and one is on the track of the desired information. The completed work reflects great credit upon Messrs. Galletly and Chapman.

Main object of the tour, and the aspect to which most time was given, was an investigation in Germany into the use of pulverized brown coal as locomotive fuel.

As recently announced in the "News Letter," the Commissioners have already acted on the recommendation that two equipments be ordered from Germany for trial on this system. It is hoped they will be ready for shipment from Europe in March next. If the trials are successful and the use of pulverized brown coal is extended, it will make the Victorian Railways less dependant on black coal supplies from New South Wales.

Other inquiries by Messrs. Galletly and Chapman were also of major importance in rolling stock branch activities. In England, they concentrated on locomotive construction and repair methods and workshops practices. From the London, Midland and Scottish Railway Company, comprehensive details were obtained concerning methods adopted at the Crewe Workshops in the overhaul of locomotives.

A conspicuous feature is the efficiency of the system operative there, under which locomotives are in the workshops for the absolute minimum amount of time. Of the Company's 7,800 locomotives, it is claimed that 89 per cent. are always available for service.

Considerable attention was given in North America and England to the use of diesel locomotives. The

Cup Week Work Praised

RAILWAYMEN concerned in the planning and operating of the special electric train service for the Melbourne Cup Meeting at Flemington last month have reason to feel pleased about the good job they performed. In any circumstances, it is a big task to handle this traffic, but this year the uncertainty of the weather added to the difficulties of trying to gauge the traffic and the times at which 'peaks' would be experienced.

Passenger journeys to and from the Racecourse Platform over the four days of the meeting totalled more than 108,000. Moving this traffic involved the use of 109 trains (8-car trains on Cup Day), making 236 return trips.

On Cup Day, practically one-half of the estimated attendance of 83,000 people was carried by train.

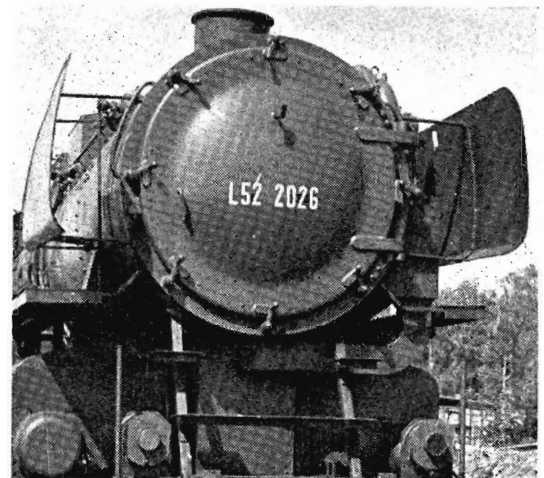
report records that 94 per cent. of the locomotives constructed in America in 1946 were of the diesel type. In England, however, diesel locomotives so far are used only for shunting work.

In Germany was found (as illustrated) a modification of the type of smoke deflectors used on the V.R. system. Developed by the Germans during the war as a steel-saving avenue, it was applied to the 7,000 war-locomotives they built in that period. The Germans claim that their latest smoke deflector is more efficient

than others, since it lifts the smoke higher and further away from the engine cab. Its smaller size permits of economies in the amount of steel used and it possesses the further advantage of affording greater accessibility to engine parts located on the foot-plate. It is proposed to try out the German type on the Victorian Railways.

In North America, attention was given to car and waggon design. Features of the ultra-modern centre-aisle, air-conditioned day coaches in service there are light-weight construction, fluorescent lighting, comfortable individual reclining seats, expansive non-fog windows, venetian blinds, a public address system for radio programmes and train announcements, and refrigerated drinking water.

In sleeping cars, the emphasis is on greater privacy in individual compartments, and the report states that one railroad was building a modern all-electric



dining car. Experiments on the V.R. system with the non-fog device for the windows of air-conditioned cars are now in course.

Another interesting development observed in North America was the use of deodorizers on practically all air-conditioned cars for the further purification, after filtering, of the air as it is being re-circulated through the cars.

Included amongst other arresting railway developments seen by Messrs. Galletly and Chapman in England and North America is the supersonic flaw detector, based on the principle of radar, and used to detect hidden flaws in axles without the necessity for stripping the wheels. Two of these equipments, which are portable, have been ordered from England for installation in Rolling Stock Branch Workshops.

Other subjects dealt with in detail in the report include modern locomotive trends, oil-burning locomotives, locomotive testing methods, modern passenger trains, mechanical car washing, mechanical handling devices for locomotive depots, and a wide variety of workshops processes.

The report is undoubtedly a most valuable contribution to the Department's store of knowledge.

Interstate Sporting Events Likely

IF, as a railwayman anywhere in the State, you are a member of the Victorian Railways Institute and have ability as a cricketer, then :

- you are eligible for selection in the side to represent Victoria at the Interstate Railway Cricket Carnival at Launceston in February next ;
- you should watch the " Weekly Notice " from early this month for an announcement about the calling of nominations for selection.

Victoria is naturally anxious to retain the " Mick Simmons " Cup which it won when these matches were last played before the Second World War. If this item catches the eye of a potential member of the side, Mr. Roy M. Kydd (Sports Secretary, V.R.I.) suggests that he should start thinking now about the prospect of a trip to Tasmania.

Apart from the honour of representing the State, there will be a full social and sight-seeing programme, the whole trip merging into a fine travel experience.

SORRY, DONALD V.R. MEN !

TO the Editor's desk has come a friendly note from a railwayman pointing out that in the October " News Letter " we did not do " the right thing " by Donald railwaymen. In referring to the opening of the bowling green at the Spotswood Workshops we said : " today saw the opening of the very first bowling green laid down on railway premises for the exclusive use of railwaymen."

We've now been informed that, for a number of years, there has been a splendid 9-rink bowling green at the Donald Sub-centre of the V.R.I. Local railwaymen keep it, and the surrounding hedge, in excellent order by working-bees of off-duty men. It has long been the boast of Donald railwaymen that their bowling green was the only one in Victoria laid out on railway premises.

Our correspondent continues : " I am sure that the Donald chaps will extend hearty best wishes to their brother railwaymen at Spotswood Workshops in establishing yet another green on railway land."

Our regrets go to the Donald V.R.I. for the error . . . and thanks to our correspondent who humourously signs himself " Porter Gaff ". . .

Keeping In Touch

ELSEWHERE in this issue reference is made to the final report of Messrs. W. O. Galetly and W. H. Chapman (Rolling Stock Branch Engineers), who investigated a big number of matters affecting their Branch. Also during the year Mr. A. C. Stockley (Sub-station Engineer, Electrical Engineering Branch) came back from England and Europe where he had amassed details about sub-station equipment, electrical rolling stock and electric traction generally.

And now, Mr. A. G. Fletcher (Chief Civil Engineer) has recently returned from a visit overseas with much information on important matters of interest to the Way and Works Branch.

This keeping in touch with overseas practice and developments will be of great value in the implementation of the Commissioners' plans to modernize the system.

Mention of V.R.I. cricket, is a reminder of the bright prospects for similar fixtures in tennis, bowls, boxing and wrestling, football, table tennis and golf, during 1948. Resumption of these interstate games will be hailed with delight by all sporting-minded members of the service.

Postponed because of the recent war, these events have brought together railwaymen in many different grades from all parts of the State ; also, they have cemented friendships with railwaymen in other parts of the Commonwealth.

It is likely that most of the interstate matches will be played outside Victoria. Further details will be announced in the " News Letter " and the " Weekly Notice " as final arrangements are made.

So great was the interest displayed at the recent annual meeting of the V.R.I. Tennis Association held in Melbourne, that officials are confident that the present season will be one of the most successful on record. A beginning was made last month with the games, all of which are played at the V.R.I. Tennis Courts at Royal Park, near the local railway station.

Teams competing this year are : " A " Grade—Accountancy, North Melbourne Workshops, Melbourne Yard, Spotswood Workshops, Way and Works, and East Malvern. " B " Grade—Spencer Street 1 and 2, Suburban Guards, Traffic Branch, Stores Branch, Melbourne Yard, North Melbourne Workshops, Northern Lines 1 and 2, and Spotswood.



Mr. McIVER

Mr. Ken. McIver, of the Signal & Telegraph Accounting Office, Spencer Street, is the Hon.

Secretary of the Association, and he would be pleased to give all information to any members of the V.R.I. wishing to join the Association. He can be reached by telephone—Auto. 1664.

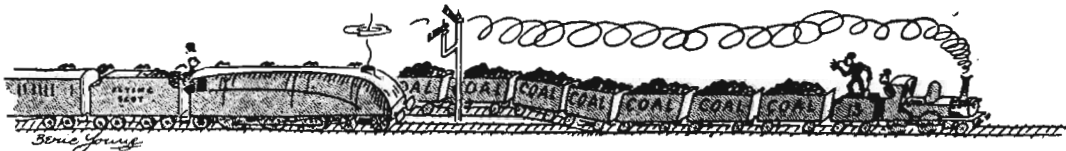
Ken emphasizes the fact that Interstate Tennis Games are a great possibility during 1948 and, for that reason alone, he expects the play this year to be far above the average.

BE IN THE SWIM

FOR present and potential swimming and life-saving enthusiasts, there will be great interest in the announcement that the Victorian Railways Institute is planning to form a Swimming and Life-Saving Club. As the first step, a meeting will be held in Room 97, V.R.I. Buildings, Flinders Street, at 8 p.m. on Wednesday, December 10. Anyone interested is cordially invited to attend and take part in the discussions.

Apart from the enjoyment of swimming, the prospect of receiving tuition from expert swimmers and life-savers from within the Department should appeal to railwaymen and their families.

Any further details can be obtained from Mr. R. M. Kydd (Sports Secretary, V.R.I.), whose Auto. Telephone No. is 1109.



(Reproduced by permission of the Proprietors of " PUNCH. ")

BEHIND THIS humorous drawing, there is a message showing the vital need for uninterrupted production and transport for coal. Here is one of the world's crack trains—" The Flying Scot"—forced to give way to the humble

but nowadays highly important train carrying coal: the life-blood of railways and industry. Substitute " Spirit of Progress " for " The Flying Scot," and the significance of coal in Victoria today is brought home to us all.

These Railwaymen Have Entertainment Talent

JUDGING by the number of V.R. men who were artists at a recent concert in the Williamstown Town Hall, the Newport Workshops is rich in radio and stage entertainment talent. Five of them are employed at the Workshops; one is at the Train Lighting Depot, North Melbourne. Held to assist the Newport Workshops Orthopaedic Hospital Auxiliary, the concert was a great success, yielding a clear £50 for the Auxiliary's fund to build a new wing at the Hospital at Frankston.



Left to right: Fred Titheridge, Ken Address, Norm Whitham, Joe Burke and Arthur MacDonald, all of the Newport Workshops.

Like all the other artists on the programme, the railwaymen gave their services free. Praising them, Welder Jake Attrill, the energetic Hon. Secretary of the Auxiliary, also paid a tribute to the Committee for their splendid work. He recently addressed a meeting at the Spotswood Workshops, and an Auxiliary is to be formed there. The fund, by the way, is nearing the £500 mark. Here are brief details of the six railwaymen entertainers. All, except Lou Curtis, are at the Newport Workshops:—



Lou Curtis

FRED TITHERIDGE, Foreman's Office Assistant. Violinist. Before enlisting in the R.A.N. in recent war, was a member of Royal Melbourne Philharmonic Choir. Now on a violin course at Conservatorium of Music. Is a member of Melbourne University String Ensemble.

KEN ADDRESS, Leading Hand Welder. Possesses a fine tenor voice, has been soloist in Oratorios, such as "The Messiah," "Olivet to Calvary" and "The Crucifixion." Was a semi-finalist in the "P. & A. Parade." Now a leading dramatic and operatic baritone.

NORM WHITHAM, Boilermaker's Help. Known as "The Whistling Sundowner"—and one of the best in that field. Has been quarter-finalist in "Are You An Artist" and a finalist in "P. & A. Parade." Has appeared at more than 2,000 camp concerts—and is still touring.

JOE BURKE, Maintenance Carpenter. Has been a Piper and Dancer for many years. Now plays with Melbourne Pipe Band. Took prominent part in introducing pipe bands to schools. Controls a boys' pipe band that topped a recent "Amateur Hour" poll.

ARTHUR MacDONALD, Boilermaker's Help. Is an impressionistic singer. Has appeared at many hospital and camp concerts; also on "50 and Over." As a Lieutenant-Commander, R.N.R., in the First World War, he was awarded the Distinguished Service Cross.

LOU CURTIS, Fitter's Assistant. A talented pianist; also an accompanist. Has accompanied several leading overseas artists, including James Kennedy, Violinist, from Albert Hall, London. Lou played at more than 1,000 camp concerts during recent war.

NEW TRAIN SCHEDULES APPRECIATED

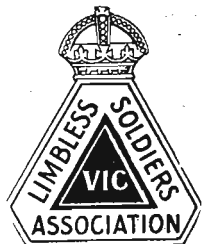
THE following much-appreciated letter (dated November 20) from the Town Clerk, City of Chelsea, has been received by the Secretary for Railways:

"Dear Sir,

At the last meeting of the Chelsea City Council, reference was made to the matter of train services on this line, and a resolution was carried, unanimously, directing me to thank your Commissioners for the great improvements which have recently been made in the service. The Council wishes me to assure you that it greatly appreciates the alteration which your Department has made."

● "HERE, SOLDIER! TAKE MY SEAT" ●

HERE is the official badge of the Limbless Soldiers' Association of Victoria; it is reproduced at the request of the Association in its endeavours to obtain a much wider response to the appeal for special consideration when members are travelling by train or tram.



"When you see ex-soldiers wearing this badge," the Association's Secretary said, "remember they have lost a limb or limbs as a result of war service. Therefore, please do not let them stand. Offer them a seat."

* * * * *

For many years, approximately 200 carriage space advertisements, featuring the badge, have been displayed in suburban trains. Cards are also exhibited in the Department's electric trams on the St. Kilda-Brighton and Sandringham-Black Rock routes.

The "News Letter" is glad to make this space available to give further publicity to so human an appeal.

Best Wishes To These Retired Veterans

IN IRELAND—Charleville, County Cork, to be exact—Dave O'Mahony was born on November 10, 1882. He went to London when he was 16, and there he joined the British Army. For 6½ years he was a permanent soldier, seeing service in the West Indies, Hong Kong, and (a time of horror) Peking during the Boxer Rebellion. As an Artilleryman he played his part in the relief of Peking. The British and American forces defending the Legation numbered less than a thousand. Their Chinese attackers were so thick that "you couldn't mow them down fast enough with machine guns."



Dave O'Mahony

In 1910 Dave emigrated to Australia and became a V.R. man. He rose to Conductor and enjoyed the unique experience of serving in that capacity on two Royal, 16 Reso and 20 Better Farming Train Tours. Dave nearly lost his life in the Harcourt smash of 1919, but his sound Irish constitution saw him through, and he retires now in good health. For several years he has been conductor on "The Overland."

He's off to the West for a

holiday to start his days of leisure. And after that? He confesses he has not made any plans yet.

Safe Working Instructor

WHEN Goods Guard C. Hicks, of Bendigo, retired last month, he was a proud man. His Acting District Superintendent (Mr. H. Buck) was an ex-pupil of one of the Safe Working Classes that Mr. Hicks ran for over 30 years! Safe Working was one of his hobbies, and his garden always another. The lawns, shrubs and hedges around his home are models of a true gardener's skill. With so much more time devoted to them, they will now be better than ever. The Guards' Guild presented him with a watch as a memento of his 47 efficient years as a V.R. man—and of their regard.

Turner Turner

TURNER TURNER, of Ballarat East Loco Depot was retired after 41 years' service. He will be greatly missed, for not only was he a willing and skilful tradesman, but he was also the Loco Depot "weatherman." A keen amateur meteorologist, his forecasts were (according to his mates) really accurate. (From our knowledge of Ballarat, the weather prophet who predicted "wet and cold" all the time could rarely be wrong. . .Ed.)

Amateur photography was another of his hobbies. His plans for retirement are gardening and an occasional game of bowls.

"A Jolly Good Fellow"

JIM CLAYTON was (in the words of one of his mates) "one of the whitest men you would ever wish to meet. Nothing was a trouble to Jim. He was always ready to give his pals a helping hand, and any advice they needed. We will miss him." Recently Jim retired after 26 years with the Way and Works Branch. A large number of his friends gathered at the Melbourne Yard Works Depot to make him a presentation of a handsome travelling case and a wallet of notes. The rendition of "For He's a Jolly Good Fellow," was not particularly musical—but everybody meant it!

Unusual Hobby

TURNER C. P. STEWART, who retired last month, was born in South Australia, served an apprenticeship in New South Wales, and finally became a Victorian Railwayman. Fifteen years at Newport Workshops and 25 years at Jolimont Workshops made up his railway career. In his young days he was a keen student of dancing and (by way of contrast) a good footballer and cricketer. For quite a while he was a stalwart of the V.R.I. Rifle Club, deserting his rifle to follow South Melbourne Football Club. His hobby is an unusual one—keeping a close watch on the Stock Exchange column, for the trend and movement in stocks and shares.

Over 50 years

NOT too many railwaymen exceed 50 years' work in the Department. Latest to join the elect is First-class Signalman Harry Hadden, of Geelong, with 50 years and six days to his credit up to the time of his retirement last month. Congratulations! In November 1897, Lad Porter Harry Hadden joined the staff at Geelong. After periods at South Geelong and Queenscliff he was transferred to Benalla as Signalman, and then to North Geelong "B" Box. From 1925 to 1930 he was around the suburban area, and then went back to Geelong as First-class Signalman in "A" Box.

A Railway Family

DRIVER-IN-CHARGE CYRIL JAMES, of Williamstown, has driven his last locomotive. He, too, has come to 65. Apart from three years abroad with the First A.I.F., Cyril James spent 47 years in the Department. On war service he was a member of the Railway Unit, stationed in England, France and Belgium. Two of his brothers were railwaymen. They were Ernie and Harold (both now deceased) who were Clerks in the Transportation Branch. His father, Joseph James, was Carriage Inspector at Jolimont. And his son Albert is A.S.M. at Jung. Yes—a true railway family indeed. Good health, and a long life to you, Mr. James!



Cyril James

Another Railway Family

AND here's another railway family—Signalman S. L. Harvey and his sons, Len and Albert. Len is at Ingliston and Albert at Moulamein. Last month their dad retired—he was Signalman at "B" Box, Ballarat, at the time. Mr. Harvey began his railway career in the South Australian Railways. In 1911 he came to the Victorian system, and was employed at Serviceton, Murtoa and Creswick on the Relieving Staff in various grades. He was at Ballarat from 1923 onwards. Photography is his hobby—and a very good photographer he is, too.

Violin Maker



SIXTY-FIVE years ago, John Anderson was born. The Shetland Islands were his birth-place, and he was brought up as a sailor. For 14 years he served in the Royal Navy, seeing most countries of the world, and even making one voyage right round the world. He came to Australia in 1912, met a school-day sweetheart who had arrived from England a few years earlier, and married her. The Railways were calling for staff. John Anderson applied and was appointed. As Repairer and then as Ganger, he was stationed at many places throughout the State and, at the time of his retirement was Lengthsman at Sandringham. Violin and bow making is his hobby. He taught himself by studying books and prints of old masters. He was only 12 when he made his first violin—from an old packing case! He sold it for 2/6d. Some of the violins he has made in recent years have found their way overseas. Violin making and repairing has been a hobby so far, but now, in his retirement, he intends to make it his profession.

LINES FROM OTHER LINES

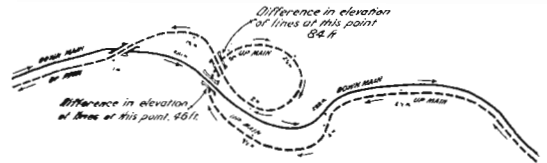
N.S.W. Track Duplication Yields Good Results

AT the outbreak of war in 1939 the railway between Sydney and Albury consisted of a double track from Sydney to Cootamundra, a distance of 265 miles, and a single track of 134 miles from Cootamundra to Albury.

It soon became clear that considerable difficulty would be experienced in handling the growing war-time traffic over the single track portion of the line, particularly between Cootamundra and Junee, because this section had to carry not only the traffic between the two States, via Albury, but also that via Tocumwal. So it was decided to duplicate the 35 miles of line between Cootamundra and Junee, and a start was made in January 1941.

Although work was continued throughout the war, the last section was not completed until July 15, 1946, because of the nature of the country involved.

Between Tanyinna and Bethungra an easier grade was secured by developing the location round a conical hill on the eastern side of the existing line in the form of a true spiral, a rare feature in Australian railway construction. Also, the grade from Junee to Marinna, formerly 1 in 45, was improved to 1 in 75.



In addition to grade improvements, steel bridges and concrete culverts were substituted for timber structures. As a consequence, it is now possible to extend the running of the most powerful engines in New South Wales (the D57 class) from Cootamundra to Junee, and thus take a loading for a single engine almost three times heavier than could be hauled before.



MEET THE V.R.I. Table Tennis champions—Noel DeBurgh, Arthur McSpeerin, Alan McColl and Bill Colwell, who make up the Electrical "A" Team. Last month they were presented with the "L. J. Williamson" Cup. In the coming year, table tennis matches will begin about March and the season will be completed before September, when a team will probably visit Adelaide for the interstate carnival.

THREE-IN-ONE KEY WAS SUGGESTOR'S IDEA



LOOK at the gadget pictured above. It is a key now used by Oxy-acetylene Welders—a combination key that replaces three keys used by them formerly. An ingenious railwayman designed it, submitted his idea to the Betterment and Suggestions Board, and was suitably rewarded when his idea was accepted.

It is a simple one—not calling for great inventive genius—but it took a wide-awake railwayman to think of it. Maybe you, as another wide-awake railwayman, can think of some plan to save time or money, or to improve our service generally.

If you can, send it along to the Betterment and Suggestions Board, Railway Offices, Spencer Street. Every suggestion is examined carefully, and in confidence. All adopted ideas bring an award.

Wholly set up and printed in Australia at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners.