VICTORIAN RAILWAYS

NEWS LETTER

JANUARY

VR

1963

THE MONTH'S REVIEW

Wins award

THE Victorian Branch of the Illuminating Engineering Society of Australia has given its 1962 Meritorious Lighting Award to the Department, for the lighting installation in the Running and Inspection Bay at South Dynon Loco. Depot.

Fluorescent and colour corrected mercury vapour lights were used by the designers, who had to cope with special problems involved in the examination of diesel locomotives.

The system was designed and installed by the Power and Lighting Division of the Electrical Engineering Branch in conjunction with R. J. Wimborne Pty. Ltd. and Phillips Electrical Industries Pty. Ltd.

The History

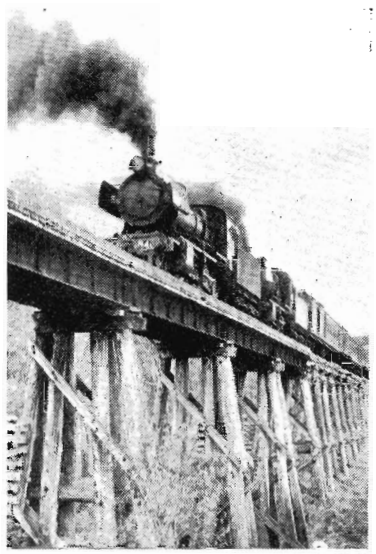
PRINTING of the Department's History — "V.R. to '62" — has started. It is being done at the V.R. Printing Works and will take about 20 weeks. Up to the end of the year, over 5,000 orders had been received, nearly 3,000 of them from employees. Practically all were received in time to obtain the benefit of the special concession price of £2. A few hundred extra copies will be printed, however, so that those who have missed securing a copy may—if they get in early—obtain one at the normal retail price of £3.

Jog-jog helps

LITERARY men write their works in various odd circumstances. Shaw once said he wrote some of his plays while riding on tops of buses. And now, according to *The Age*, English poet John Betjeman and playwright Emelyn Williams have confessed that they find train travelling a big aid to writing. They say it's the rhythm, the jog-jog-jog of the train, that helps them. Emelyn Williams once boarded a train on which there were no vacant seats. That didn't worry him. He simply stood up in the corridor and wrote away. And the play turned out to be a hit.

Australian Railway Enthusiast

INTEREST in railways seems to be increasing. There are several Australian publications that cater for the railway *fan*, as well as the more elaborate magazines from overseas. *News Letter* welcomes another newcomer—the *Australian Railway Enthusiast*. Described on the two-colour cover as the "official publication of the Association of Railway Enthusiasts," it is a small folder with several interesting articles, and is accompanied by an insert that gives the numbers of steam locomotives at depots as well as other information.



Special train for the Australian Railway Exploration Association crossing the Glenelg River bridge near Dartmoor. The train took 200 members and friends to Mt. Gambier on a recent week-end tour. (*Photograph ; B. Martin*)

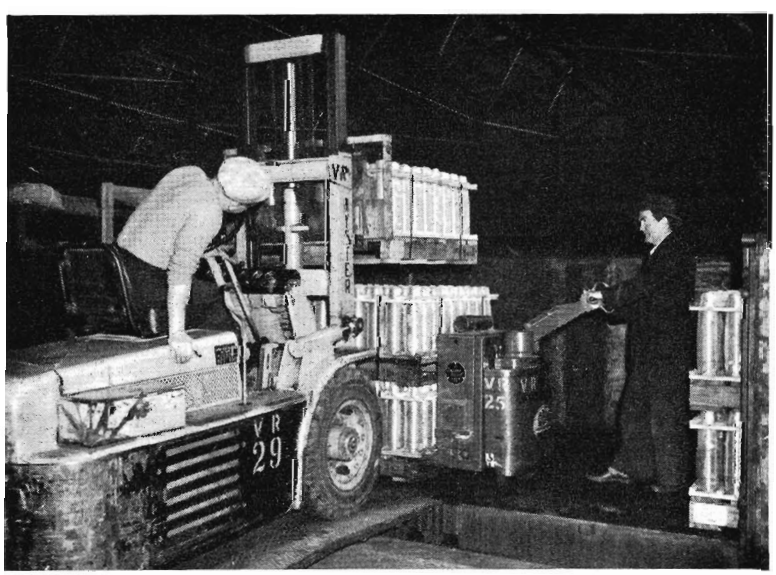
Commotion

REPORTS from overseas say that a new dance, known as "the locomotion," is replacing that disc-slipper, the twist. It's been described as a "kind of puff-puff game to music with a beat". An essential accessory to the dance is a whistle that is blown "to help the train atmosphere".

Apprentices

FOR the 175 railway apprenticeships to be filled this year, 901 applications were received. Of these, 339 were from the country and 562 from suburban areas. Those selected will begin their training on January 21.

Mechanization



Mechanized handling equipment at South Dynon speeds shell cases on their way to Sydney. The fork lift truck is placing cases on the pedestrian pallet truck for stowing the final part of the load.

FRONT COVER

Electrical Fitter G. Cashman, at the Electrical Workshops, fits the centre phase bushing to a 22,000 volt A.C. circuit breaker. These circuit breakers are used for switching current on and off during normal operating periods. In the event of a fault developing they will also break the circuit automatically.

ENGINEERING AND ECONOMIC

PROBLEMS OF RAIL TRANSPORT

IN an address given before the 75th Anniversary Congress of the Australian and New Zealand Association for the Advancement of Science, Mr. G. F. Brown, Deputy Chairman of Commissioners, dealt with the close relation between the engineering and economic aspects of railway problems. Part of the address is published below, the remainder will appear in subsequent issues.

Finance

In the financial field, the freedom of action of the Railways Commissioners is restricted because the Railway Department is an integral part of the State Budget, and as such must follow Parliamentary Budgetary procedure with its financial transactions.

A fundamental principle of Government finance is that the income collections must be paid into Consolidated Revenue and that all expenditure must be authorised by Parliament before it is incurred. Working expenses are authorised by the Annual Appropriation Act and capital expenditure by the Annual Railway Loan Application Act, and the strict dividing line between the two types of expenditure gives the Commissioners little flexibility in meeting special requirements.

For example, even if revenue is buoyant in a particular year, advantage cannot be taken of this fact to undertake a work of a capital nature, no matter how great the advantage, if there happens to be at the same time a shortage of loan funds.

Another difficulty of railway financial administration is that sheer pressure of demand forces the expenditure of scarce loan funds on works that cannot yield an economical return in the strictly business sense. For example, the continued outward expansion of the suburban area has led, in Melbourne at any rate, to increasing pressure for the construction of additional suburban stations where existing stations are a considerable distance—2 miles or more—apart. The construction of such stations is a great convenience to local residents, who avoid a long walk or possibly a bus or car trip to the nearest station, and, of course,

Mr. G. F. Brown

they add handsomely to local property values ; but the return received by the Department by way of extra traffic and revenue seldom justifies the capital outlay.

The underground

AN important principle has been established in connexion with the proposed construction of the City of Melbourne Underground Railway, a principle that could well be applied to the financing of other future railway extensions.

The Act authorizing the Underground construction provides that two-fifths of the total capital cost of the work, plus interest, is to be repaid to the Government (which will foot the whole bill in the first place), over a period of 53 years, by property-owners in that part of the city where the greatest benefit is expected to be derived.

To overcome objections raised against such a levy, applied exclusively to either the unimproved or the improved value of the land affected, the Act has prescribed a combined duty of land tax on unimproved value and rate upon net annual value, the rates to be set by the Commissioner of Land Tax at the level necessary from time to time to achieve the desired object.

This rather detailed explanation of railway finance is given to demonstrate how, in the science of transport, economic problems must, and often do override the engineering aspects.

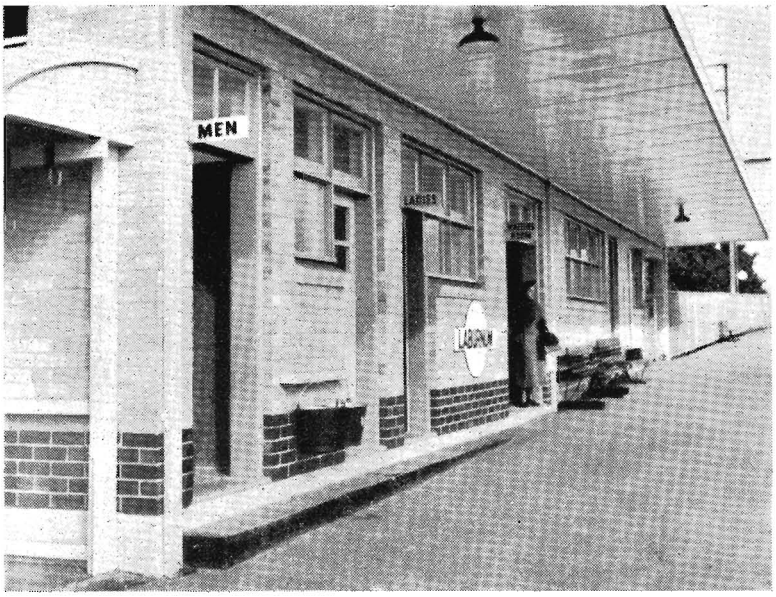
No doubt, engineers have occasionally endeavoured to develop a " brain child " without due regard to economics, but I think it can be said that engineers generally have developed a critical ability to appraise schemes for operation, and designs of equipment, with full regard to economic factors. Accordingly, my comments will refer to engineering problems on the understanding that each contains a sound economic ingredient.

Choice of motive power

PROBABLY the simplest example in recent years of the influence of economics in providing the solution of an engineering problem is that of the choice of motive power.

There are to-day four main classes of motive power in use on Australian railways : steam, diesel-electric, diesel mechanical and hydraulic, and straight electric. Of these, steam locomotives are steadily disappearing, the first system to completely displace steam being the Commonwealth Railways. In Victoria, we are planning to eliminate steam locomotives by 1972 and this is the approximate target date for other States also.

The main rival of the steam engine



Laburnum station, between Box Hill and Blackburn, was opened in 1958. The construction of additional stations between existing suburban stations is a great convenience to local residents, but the financial return to the Department seldom justifies the capital outlay.

in this struggle for survival is the diesel-electric. Technically, the diesel-electric is a more efficient machine than the steam engine, having a thermal efficiency of 26% to 28% compared with 6% to 8% for the latter ; but this is only a small part of the story. The real reason for the complete victory of diesel over steam is purely economic ; on a locomotive-mile basis the total cost of a diesel-electric locomotive (interest, depreciation, operation and maintenance) is only about one-quarter of the cost of an equivalent steam locomotive.

The economic advantages of the diesel locomotive over steam are so overwhelming that as soon as proved models of diesels became available from Australian manufacturers the ultimate disappearance of steam became only a matter of time.

Diesel or electric ?

A much more interesting problem, involving more precise and detailed investigation, is often posed by the question of whether to adopt diesel or straight electric traction.

Again, the decision must be made on purely economic grounds. Both forms of motive power have been developed to a high degree of technical efficiency and reliability, and there is no purely engineering reason with sufficient weight to give one form preference over the other.

The capital cost of an electric locomotive is substantially less than a diesel of equivalent power. However, to the cost of the former must be added the cost of the overhead wiring, track bonding, substations, transmission lines, etc., involved in distributing power to the locomotives, and a maintenance staff available on call for seven days of the week, so that the relative total capital cost of the two forms of motive power on any particular line will depend mainly upon the number of locomotives in use per mile of track.

The type of line most likely to justify electrification from the point of view of capital cost is therefore a steeply-graded route (calling for multiple heading of many trains) carrying a high density of traffic. These are the conditions found on Australia's most recently electrified main line from Hornsby to Gosford. New South Wales has other sections where similar conditions prevail.

However, for the conditions and density of traffic on most Australian railway routes, the advantage in capital cost at present lies with the diesel.

This initial disadvantage of electric traction could, of course, be overcome if the electric locomotive were considerably cheaper to operate and maintain than the diesel ; but our experience in Victoria is that, at present-day price levels, the cost of electricity per gross ton-mile hauled is substantially more than that of diesel fuel.

Speaking of the future locomotive developments, it is unlikely that the gas-turbine in its present form will challenge diesels or electric units as its overall efficiency is little better than a good steam locomotive.

Atomic energy continues to be discussed, from time to time, as a source of locomotive power, and as early as 1946 an initial design was prepared. At present, however, the economic and technological factors are still beyond a practical solution and they may very well stay that way for the foreseeable future, as no answer has been found to the problem of a major derailment or collision in which damage occurs to the atomic unit.

Main line regrading

Another good example of a choice that must be made on economic grounds between equally satisfactory engineering alternatives is the question of main line regrading.

For reasons of economy in initial cost, many of Australia's main lines were constructed with what are, by world standards, steep gradients. In certain cases, railway tracks were located for political reasons and did not follow the easiest path as regards gradient and curvature. The sins of our forefathers are being paid for by the succeeding generations.

The price of these deficiencies has been a limitation on the loads of trains and the operation, particularly in New South Wales and South Australia, of some very large steam locomotives with their attendant problems of boiler maintenance.

With the steady growth in traffic over the years, the stage has been reached from time to time where the costs involved in the limitation of loads or the provision of assisting locomotives—a very expensive proposition under steam operation—have become sufficiently high to justify the regrading of some of the worst sections, often involving considerable lengths of deviation.

Under steam operation, the problem was fairly straight-forward, but it becomes considerably more complicated where electric or diesel traction comes into the picture, because of the greater number of alternative courses of action involved.

The Gippsland line

A good example is our own Gippsland line, where, immediately after the war, we were faced with a very great increase in brown coal and

briquette traffic on a single line with ruling gradients in both directions of 1 in 50.

Over the busiest section, between Moe and Dandenong, the potential traffic was sufficient to justify both electrification, and regrading of the 'up' line—in the direction of heaviest movement—to a grade of 1 in 110. This enabled 1,400-ton trains to be hauled from Yallourn to Melbourne by a single electric locomotive.

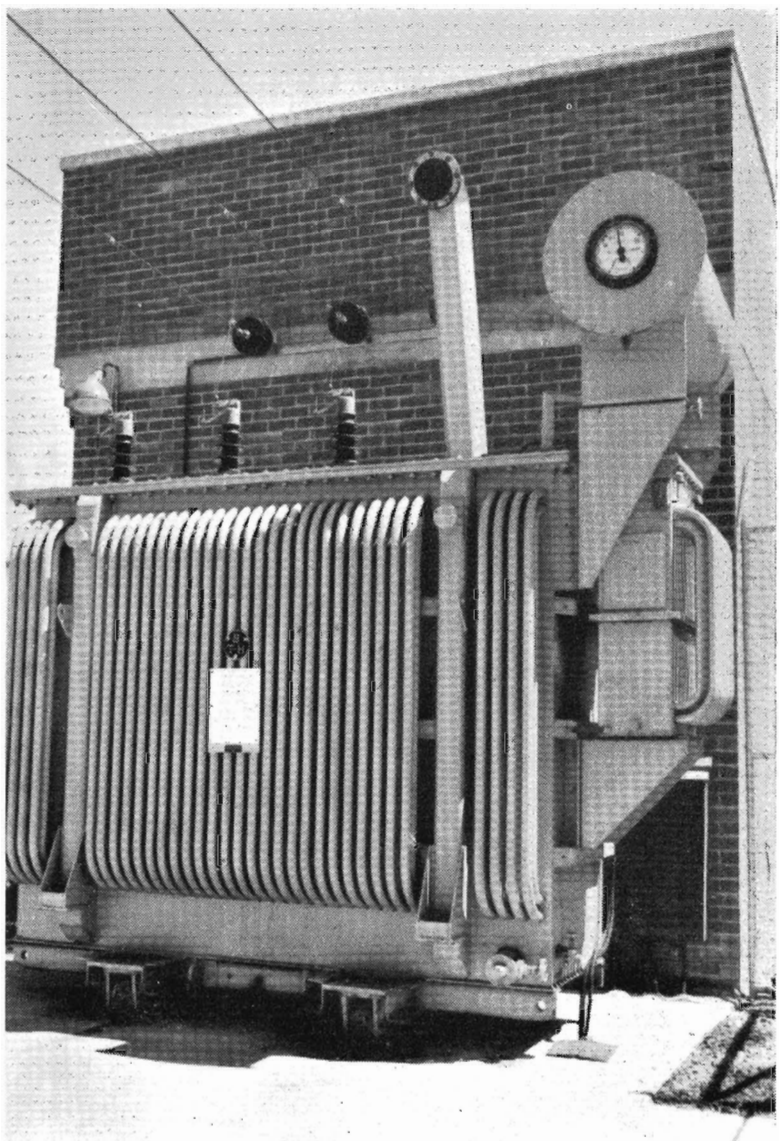
However, over the hilly section of line from Moe to Morwell, where the traffic is a good deal less, while electrification was still warranted, it was not possible to justify the heavy cost of regrading the line in addition. The estimated cost of regrading this section to the same grade as the rest of the 'up' line (1 in 110) was approximately £1½ million, whereas the capitalized value of the additional annual outlay involved in providing and operating a second locomotive on maximum load trains was only £150,000—the main contributing factor being that under electric traction it is practicable to shuttle the banking locomotives to and fro over the heavily-graded section without employing additional crews.

Similar circumstances make it very difficult to justify the cost of large-scale regrading works under diesel operation. Quite recently we were able to eliminate the use of pusher engines on 'down' goods trains out of Geelong by regrading a short stretch of line at the very moderate cost of only some £25,000. The savings here will repay the full cost of the job in less than five years ; but this was an exceptional case.

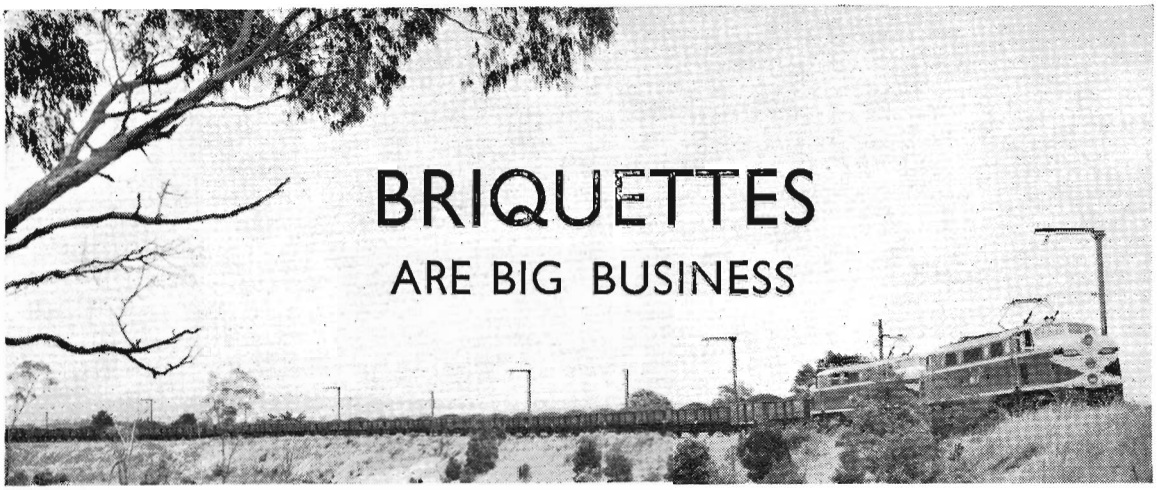
Under diesel operation there is no difficulty in operating a number of units, each of up to 1,800 h.p.; and so the maximum load of trains is set, not by the power available, but by the capacity of coupling and brake gear. In Victoria we run 2,300 ton trains using two 1,800 h.p. and one 950 h.p. locomotives giving a total of 4,550 h.p. Regrading of a line therefore will not result in longer trains being hauled but only in a reduction in the number of locomotive units required—or, expressed another way, in the number of locomotive miles per train mile.

A 1,800 h.p. diesel-electric locomotive, operated as an assistant engine costs about 3/6d. per mile—excluding interest, sinking fund, and depreciation, which amounts to about £10,000 per annum. In normal main line service such a locomotive would run something in the vicinity of 120,000 miles per annum, so that the saving to be realized from displacing one locomotive used in full-time helper service would be £10,000 + £21,000 = £31,000 per annum.

This means that, with interest and sinking fund charges at 5%, we would be justified, if unlimited capital funds were available, in spending £600,000 on regrading a diesel-operated line for every full-time assisting locomotive that could thereby be displaced. In practice, of course, capital funds are anything but unlimited, and when two alternative courses offer the same result by way of annual costs it is natural to choose the one with the lower capital outlay. With so many urgent works demanding attention I doubt, therefore, that we would seriously consider embarking upon a major regrading scheme if it was going to cost more than £200,000—£250,000 per full-time locomotive saved. Moreover, it is always necessary to bear in mind that capital spent on a line improvement programme is irretrievably committed and cannot be recovered if a fall in traffic should occur; whereas the same amount invested in locomotives can be applied anywhere else on the system if changes in traffic patterns take place.

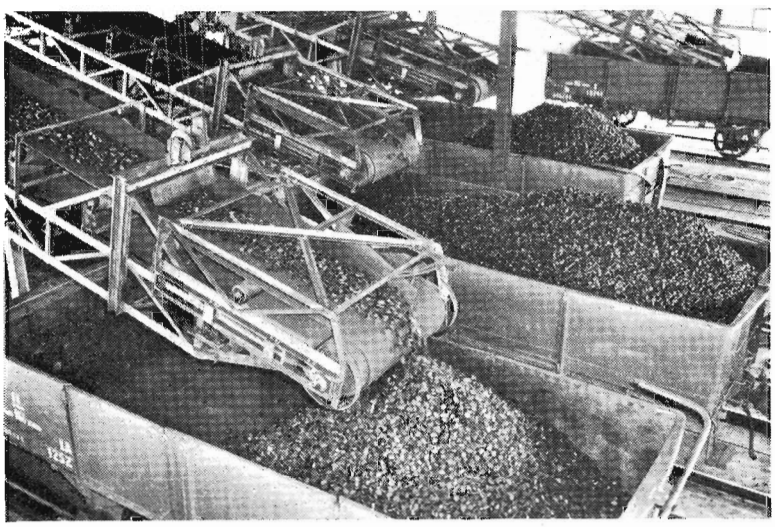


Rectifier transformer at East Dandenong substation. To the capital cost of an electric locomotive must be added the cost of the overhead wiring, substations, track bonding, etc.

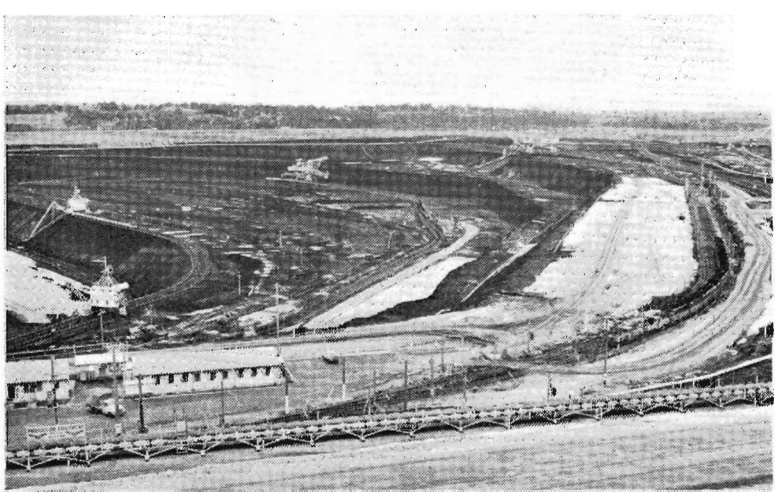


BRIQUETTES ARE BIG BUSINESS

Twin L class-hauled briquette train leaves Morwell factory siding.



Conveyer belt gantries at Morwell factory siding.



Portion of Yallourn brown coal open cut.

EVERYTHING about the little briquette is a big story. It is made from brown coal that remains from huge forests that grew about twenty to fifty million years ago.

At Yallourn, the brown coal open cut is one of the biggest excavations ever made by man. It is large enough to contain most of the city area of Melbourne.

At both Yallourn and Morwell the brown coal is converted into briquettes in the only factories of their kind in the Southern Hemisphere. They can produce about two million tons of briquettes in a year for the ever-hungry furnaces of industry and essential services and the comforting glow of countless firesides.

The transport of briquettes to the consumer is likewise a big story. Most of the total briquette production is carried by rail. After wheat, it is our biggest transport job.

The modern briquette works at Morwell were built to meet the increasing demands for briquettes in Victoria's rapid post-war development.

With an output capacity of 1,300,000 tons annually, they are the main producer of briquettes.

Based on experience gained over many years at Yallourn, the loading and transport of briquettes from Morwell blends the high skill and organization of both the Victorian Railways and the State Electricity Commission.

Six huge conveyor belt gantries are used to load briquettes direct into rail wagons. Under each gantry a rake of wagons is coupled to a winch by a thick steel cable. An operator, seated in a control room above the wagons, directs the flow of briquettes into the leading wagon of the rake. He then moves each wagon forward by the winch as it is loaded. Bri-

quettes are loaded every hour of the day over three shifts.

Up to 220 rail wagons a day are filled at the works. In the financial year 1961/62, 62,202 wagons were used to carry 1,007,103 tons of Morwell briquettes.

Morwell briquette rail siding has twelve tracks each nearly 1¼ miles long. Four trains, each loaded with 900 tons of briquettes, leave there every day of the week.

These briquette trains are hauled by twin L class main-line electric locomotives up the heavy grade to Moe where one of the locos. is then detached and remains there to be attached to the next train back to Morwell.

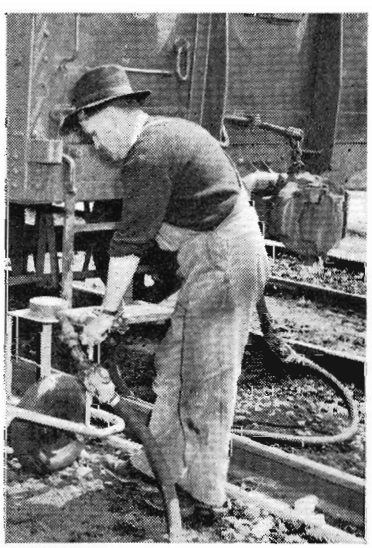
Although Morwell is now the main producer of briquettes, the Yallourn works load two 900 ton train loads every day.

Briquettes from both Morwell and Yallourn are sent by rail to 22 S.E.C. receiving depots throughout the State, and the Newport Power Station.

At Newport Power Station they arrive in full train loads of special "tippler" wagons. These wagons are designed to be discharged by a huge machine that simply upturns a wagon and tips the 16 tons contents into a hopper for transfer by conveyor to the boilers.

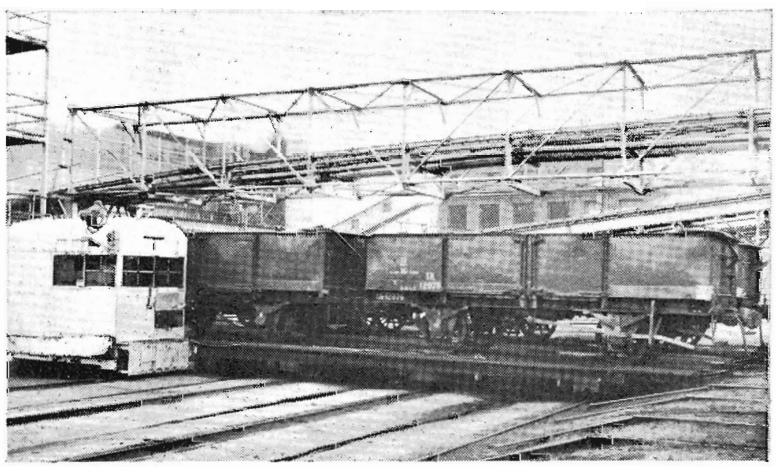
The largest of the S.E.C. briquette receiving depots is Paisley with a storage capacity of 200,000 tons.

Railways also play a major role in school children's educational tours of S.E.C. installations. Up to 300 children a week travel from Melbourne by *The Gippslander* to Morwell. Buses are used to tour the Morwell and Yallourn areas, and the children return to Melbourne by special train from Yallourn.

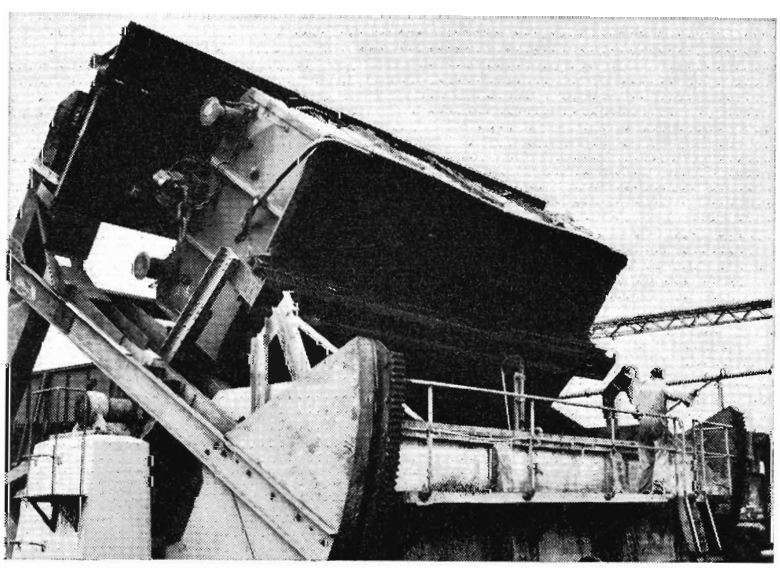


Portable air brake testing equipment, operated by Train Examiner C. Treloar, at Morwell factory siding allows quick turn-round of locomotives.

Briquette train marshalled at Yallourn goods yard.



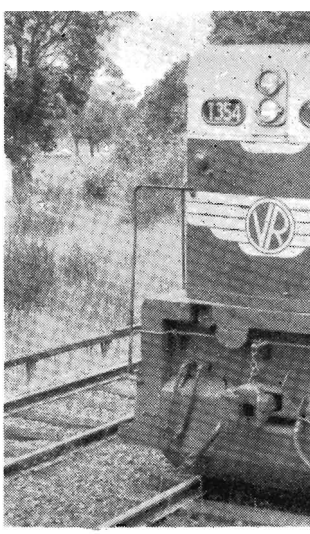
Traverser machine moves rail wagons from one track to another at Yallourn briquette factory.



Tippler wagon unloading machine at Newport S.E.C. Power Station. (*S.E.C. photo.*

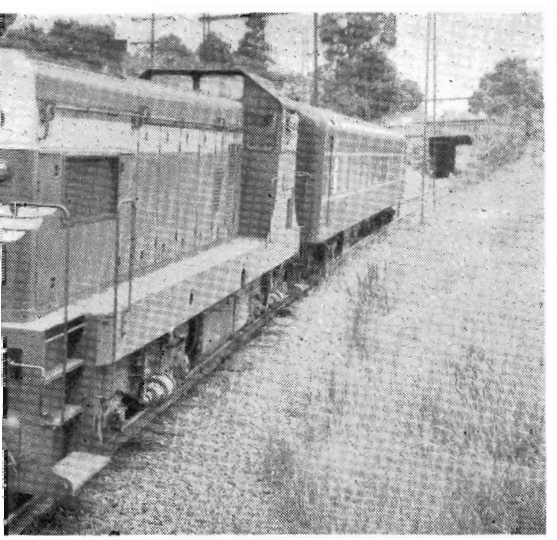
AROUND THE SYSTEM

TWO LINES were traversed by this train which took Australian Railway Historical Society members and friends to Healesville and Warburton on their recent Spring Picnic. Healesville was visited in the morning, then, after lunch at Lilydale, the train took them to Warburton in the afternoon.



SHORT AND RARE : Consis
not only short but unusual in
they were paid to travel—and
run. It took models—some
location between Royal Park
quent use in railway advertis

AERIAL VIEW of the Hampshire Road overpass at Sunshine. Practically a complete cloverleaf arrangement, this complex overpass crosses five broad gauge tracks, the standard gauge line and two connecting roads. (*Country Roads Board photograph*)



of a T class diesel hauling an AZ carriage, this train was
r ways. Its passengers paid no fares—on the contrary,
i only the second time in five years that such a train had
railway staff, and others who are professionals—to a
orth Carlton where photographs were made for subse-
nd publicity. (*Left*) One of the shots taken in the train.

NEW CASUALTY ROOM has recently been opened at Flinders Street station. Railway employees and passengers are treated by Ticket Checkers Mrs. F. W. Ward and Miss A. T. Graf, both of whom are, of course, qualified in first aid. Miss Graf is pictured checking items of equipment.

HE COLLECTS £7 MILLION

Mr. Pleydell

ABOUT £25,000 a day—£7 million a year—is collected by Mr. E. A. Pleydell M.B.E., J.P. the Department's Collector of Accounts (Commercial Branch). This large amount is collected from certain customers of the Department who have credit accounts.

Although most of the smaller rail users pay cash for their freight consignments, there are quite a number of our customers whose businesses are so large, or else of such a special nature, that they find it more convenient to establish a credit account. This involves lodging a security with the Department in accordance with the amount of credit required.

It is Mr. Pleydell's job to see that regular collections are made from those customers, so that the amount of the security is not exceeded. This is important, as, if the amount were exceeded, a bankruptcy, or other change in business, could cause a heavy loss to the Department. Most of these accounts are of considerable size, running up to £300,000 a year, and even more, with the biggest topping £1 million. They comprise such businesses as fruit wholesalers, oil companies, cement manufacturers, forwarding agents, shipping companies and livestock agents.

Lists sent to Mr. Pleydell from Melbourne Goods show the amounts owing on each account. Weekly calls on the firms are made ; cheques obtained and paid into the bank.

Due to the complexity of big concerns, this may often involve considerable negotiation. Much of the success of the job depends on maintaining a relationship of mutual confidence with the executives of the firms. Naturally, a knowledge of the freight side of railway work is needed—as well as a good head for figures, the ability to get on with people, and the tact of a diplomat.

Thirty years in the Claims Section of the Commercial Branch contributed to Mr. Pleydell's knowledge of freight work. He began in the then Transportation Branch in 1916 ; and, two years after, enlisted in the first A.I.F. After returning to the Department he was later transferred to the Claims Section. He has been Collector of Accounts since 1957.

As is well known, Mr. Pleydell is one of Australia's leading Life Saving administrators. He has been honorary Secretary of the Victorian Branch of the Royal Life Saving Society of Australia for 32 years, and honorary General Secretary of the Australian body for 27 years. He holds the Society's highest award—the Distinguished Service Cross (London)—and the Meritorious Award (Australia). In 1961 he went to London as a joint Australian representative at the conference of Royal Life Saving Societies within the British Commonwealth.

In his younger days, Mr. Pleydell took a keen interest in sport—he was secretary of the Brighton Football Club and treasurer of the Elsternwick Cricket Club. His present recreation, however, is bowling—at Elsternwick District Club—where he is vice-president.

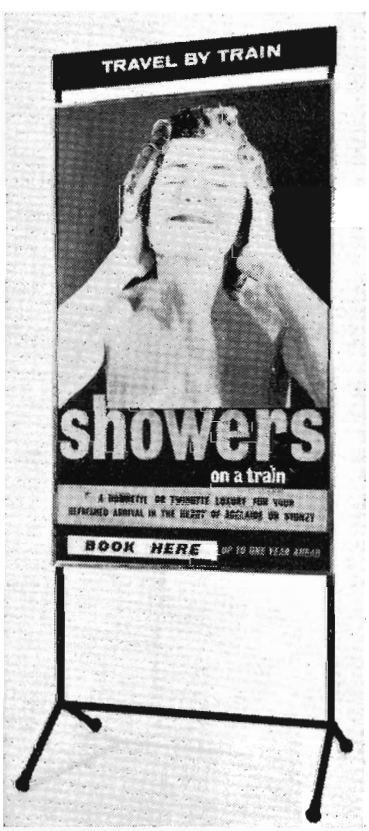
NEW POSTER STAND

THIS new and attractive, black and silver Departmental poster stand (*right*) is for use by authorized travel agents. It holds standard 25″ x 40″ posters, and a prototype was tested for two years on the busy Spencer Street station concourse, before being adopted, with some redesigning. The main improvement was the slimming down of the aluminium frame which further improved its appearance. The exhaustive test proved that the poster stand was ideal for the purpose for which it was designed and constructed by the Public Relations and Betterment Board's display section.

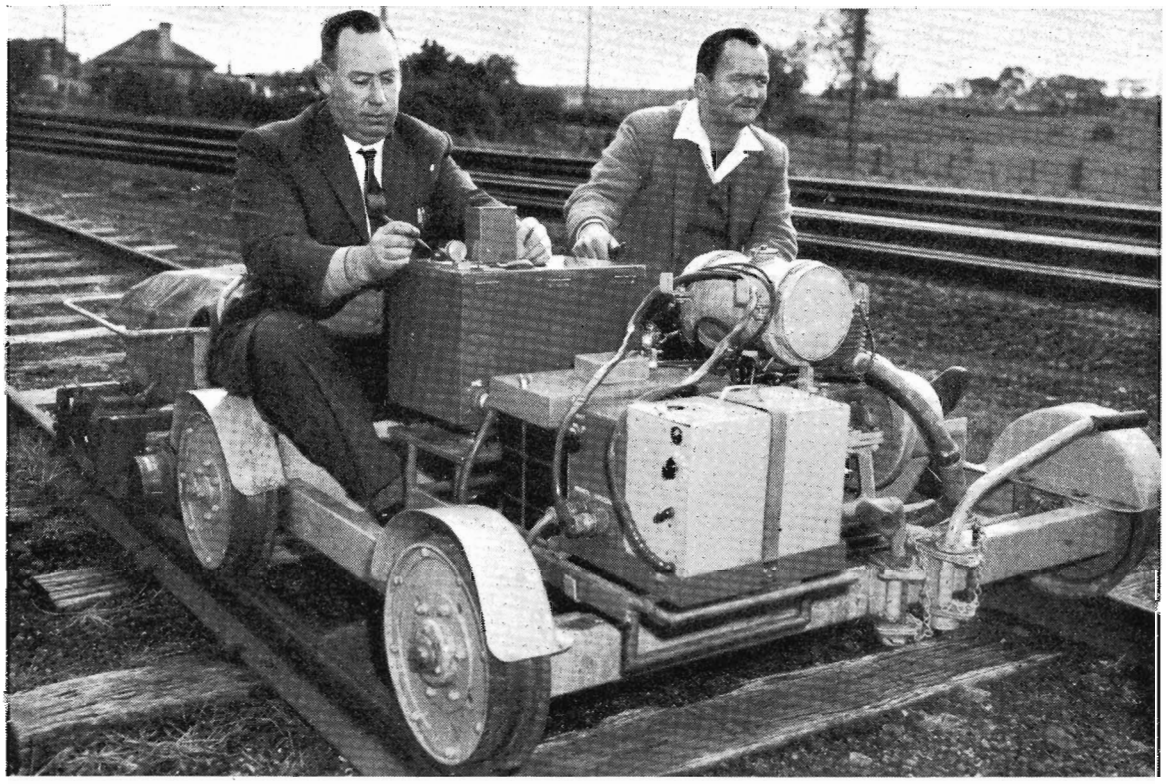
The poster stand has a double-sided, light, extruded aluminium frame. The actual base is formed with square section steel tubing filled with lead to give the stand required strength and stability.

" Travel by Train " and " Rail Bookings Here " are headings printed on a black laminex washable panel. The design of the stand enables posters to be easily changed.

The new poster stand has been warmly praised by Melbourne travel agents who are authorized to sell rail travel. It has permitted outstanding amenities of Melbourne-Sydney standard gauge rail travel, such as showers on the train and luxury sleeping berth accommodation, to be very effectively publicized.



FINDING THE FLAWS



Rail Flaw Detector Operator J. S. Terry (*left*) and Assistant, P. V. Walters, move the machine over a siding for demonstration purposes.

MOVING steadily over V.R. tracks, the Rail Flaw Detector probes the heads of rails with invisible fingers in a search for hidden flaws.

The machine's equipment is carried on a motorized hauling unit and a trailing unit. The weight of batteries necessary for its operation is ingeniously reduced by utilizing two systems of detection—magnetic and ultra-sonic. (Ultra-sonic waves are inaudible sound waves of very high frequency that are specially suitable for this purpose.) Broadly, magnetic fields reveal the possibility of a flaw existing ; the ultra-sonic waves prove and pin-point it. If ultra-sonic waves only were used for detection, much more electrical power, and therefore a greater weight of batteries, would be required.

On the trailer unit are two pairs of electro-magnets, one over each rail. Between the poles of the magnets are detector coils connected to amplifying circuits on the hauling unit.

Also mounted on the hauling unit is a chart that is mechanically connected to the wheels of the unit and moves as the wheels revolve.

When the magnets are energized, they produce a field in the head of the rail. In this field are the detector coils. When the field is disturbed by, for example, a flaw or other change in the rail structure, the lines of force cut the detector coil and induce an electro-motive force in it. This electro-motive force is amplified, and, in turn, causes relays to make marks on the chart.

When such marks appear, the machine is stopped and the rail area probed with the ultra-sonic head. If there is a flaw, it then shows as a moving wave on a fluorescent screen.

A rail shown to have a defect is ordered out of track and a section sent to Spotswood Workshops for examination. The Flaw Detector covers up to 50 miles a week—depending on traffic density.

It is another step to making the safest way—the railway—even safer.

The moving chart on which the position of any flaws would be recorded.

SPECIAL FOR THE BLIND

A group of blind people wait their turn to bowl at the wicket with a special ball. Taking his turn is Geoff Smith of Glenhuntly.

"VERY well run . . a close finish . . give all those who didn't get a place 2/–d. each . . now are you ready for the next event ?"

Flinders Street Stationmaster P. J. A. Gough with blind Mrs. R. McGillien, of South Caulfield, and guide dog, Marla.

That was one of the announcements over the public address system at Pakenham racecourse one recent day. But the happy expressions on the winners' faces were something that the announcer could not see—he was blind.

So, too, were most of the competitors.

For Pakenham racecourse, 35 miles from Melbourne, was the setting for the annual excursion of the Blind People's Social Club of Victoria. In previous years, members, who work at the Royal Victorian Institute for the Blind, had travelled by ordinary train services to various locations in the electrified area, but this year they selected a special express train.

There was an air of excitement on No. 1 platform at Flinders Street as the members arrived. At least half were either totally or partially blind. They were accompanied by their guides, and, in some cases, by their children. The 60 ft. L class electric locomotive that hauled the train was a source of interest to many, and the sensitive fingers of the blind "pictured" its shape.

Special assistance was provided by railway staff at Flinders Street, and at the only two stops en route, Caulfield and Oakleigh.

Before and after lunch there were a number of competitive events, both for children and adults. The latter were further divided into three sections—sighted, partially blind, and blind.

Catering for the luncheon was not as difficult as would be expected.

"Poultry at six o'clock, peas at nine, chipped potatoes at twelve and ham at three o'clock." So the sighted told their non-sighted companions and thus indicated the position of each variety of food on the plates.

Returning from Pakenham late in the afternoon, many of the 200 excursionists spoke highly of the transport arrangements, and of the kindness extended to them by railway staff.

LINES FROM OTHER LINES

Passenger packing during Tokyo rush hour.

Passenger packin' porters

EVERY morning of the working week three million workers arrive at the Tokyo suburban railway stations. Squads of porters pack the compartments "by hand". Many commuters lose buttons, hats and shoes, and windows are frequently broken. (*Railway Gazette*)

Umbrellas lent

COMMUTERS in Chicago can borrow umbrellas from the Chicago and North-Western Railroad during a sudden rain storm. There is a stand, known as *Rainstick Junction*, at the Chicago terminal from which they are lent.

The umbrellas come from those unclaimed at the lost property office. After three months they become the property of the railroad. A notice on the stand invites commuters to "borrow an umbrella and return it later in the day or tomorrow so that it will be here for you (and others) on another rainy day."

Many of the umbrellas are not returned, although they are branded "Return to Rainstick Junction." The railroad considers it preferable to divert the umbrellas back to the public this way rather than dispose of them to dealers for practically nothing. (From report on his overseas investigations by the Queensland Minister of Transport, Mr. G. W. Chalk, in *Railway Transportation*).

Tanker made from hopper car

A new concept in the carriage of liquids by rail has been introduced by the modification of a standard rail hopper car, which provides nearly twice the load capacity of a conventional 40-ft. tank unit, said the *New York Journal of Commerce*.

The new development was accomplished by using 160 fifty-five gallon drums that were perforated or hollowed out and then strategically placed inside the hopper car. The "honeycomb" effect, so produced, forces the liquid cargo into a circular motion, as in the regular tank car, and also restrains or cushions the liquid from dangerously sloshing around while in transit, thus reducing the build-up of internal pressures in the car. Capacity of the converted hopper car is 19,500 gallons, almost twice the 10,000 gallons maximum of a standard cylindrical unit.

Flexi–Van

CLAIMS paid on goods sent by Flexi-Van have been very low during the four years since the service was introduced, reports the New York Central Railroad. They amounted to less than one-half of 1% of the gross revenue received from the Flexi-Vans. Also very satisfactory were the utilization figures —Flexi-Van has an empty mileage ratio of 7.6% compared with a general average of 43% for box cars.

"Married pairs"

AN interesting feature of new subway cars supplied to the New York Transit Authority is that they are permanently coupled in "married pairs", with one car of each set carrying the batteries and motor generator for both, and the other the air compressor. Such an arrangement reduces overall weight and avoids duplication of equipment. Each car, 51 ft. long, has four 100 h.p. traction motors which give an acceleration of 2.5 m.p.h. per second with a top speed of 50 m.p.h. (*Railway Age*)

"Air cushion" travel

BRITISH transport authorities are studying the application of "air cushion" travel to British Railways, according to the London *Sunday Telegraph*. If adopted, this could mean trains travelling at 200 m.p.h. between big cities in the early 1970's.

The achievement, which could entail complete re-organization of internal air services, as well as railways, would depend on a very high acceleration linear induction motor. The British Transport Commission, it is reported, has sponsored development of the motor by the Manchester University. Experience gained by Hovercraft Development Ltd. is likely to be used in the Commission's work.

Basically, the motor is a set of coils that carry current. This creates a magnetic field capable of pulling the train along at high speed. The effect has been likened to creation of a magnetic "wind."

Ultimate power plant is likely to be a gas turbine. This would provide current for the linear motor and air for the cushion on which the vehicle rides.

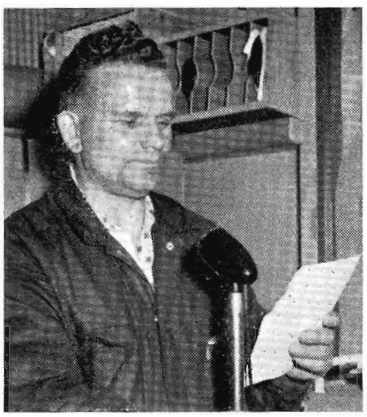
"Air cushion" train travel between major cities at 200 m.p.h. would make it unlikely that people would fly, for example, from London to Edinburgh. Instead of wasting time at airports, they could travel directly from the centre of London.

Quicker by train

ASKED why he had robbed the same place five times, a finally captured thief, in London, said: "I have a heart condition and cannot run far. This place is near an Underground station." (*From Punch*)

AMONG OURSELVES . .

Announcer



Mr. Rout at the microphone

Announcer

DURING "smoko" and lunch intervals at Spotswood Workshops a soft Sussex voice can be heard making announcements over the public address system. The voice belongs to Fitter Percy Rout who daily broadcasts such items as birthdays, wedding anniversaries and other social events, the names of competitors in the lunch time games, and even what will appear on the day's menu. He also manages to squeeze in some bright music.

Mr. Rout came from England to join the Department in 1952. He has a family of four daughters, three of whom were born in Australia. When asked whether there were any Sussex men with the English team he pointed out that the captain, Ted Dexter, the Rev. David Sheppard and the team's manager, the Duke of Norfolk, all come from his home county.

Incidentally, the public address system, over which he broadcasts, was bought by the workshops' staff, and is a first-rate installation, with 21 speakers located throughout the 'shops.

Impromptu

THE Lord Mayor's Camp for children, at Portsea, was officially opened by Mr. E. H. Brownbill, Chairman of Commissioners. After congratulating him on his speech, a member of the official party asked Mr. Brownbill how long he had taken to prepare it.

"Thirty seconds" was the Chairman's reply.

Actually, the Camp was to have been opened by the Lord Mayor, Cr. M. A. Nathan, who was returning by air from Perth. Due to a delay on the trip, he was unable to attend. Hastily, a search was made among the guests for someone to take his place. Mr. Brownbill was asked—and thirty seconds later began his speech.

Nearly 51 years

PRINTING Foreman T. ('Tom') Scrivenger started with the Department's printery on March 23, 1912. He recalled that more men were then employed than there are now—but fewer machines. Type was set by hand and the paper fed into the printing machines also by hand. (For some years, of course, type has been set by monotype and linotype machines, and the paper fed automatically.) Only one cutting machine was then used, as against the present five.

Mr. Scrivenger retired just before Christmas, after nearly 51 years with the Printing Works. He looks forward to seeing a bit of Australia, and to a little more leisure for a day at the races.

Disc for driver

Producer Ormond Slater of 3DB presents Driver A. Elvish (*right*) with a copy of the first recording produced of V.R. diesel sounds. Driver Elvish drove *Southern Aurora*, one of the trains featured on the disc.

Bendigo and Ballarat retirements

TWO well known personalities will be missed from the staff at Bendigo and Ballarat.

After 47 years as a Traffic Branch clerk at Bendigo, Mr. J. ('Jack') Sharkey was recently farewelled by a representative group of railwaymen. During the 'thirties he was in charge of the guard's rosters and livestock work in the District Superintendent's office. In 1944 he was transferred to a position in the stationmaster's office, where he remained until his retirement. A very keen bowls player, Mr. Sharkey is a member of the South Bendigo Bowling Club, where he hopes to spend many of his future leisure hours—when he is not in his garden.

At Ballarat Way and Works Depot a large gathering said an official good-bye to Mr. Hubert D. Undy who had been at Ballarat for the last 35 years. He started at Woomelang in 1921, and took a particular interest in drainage and brickwork. Mr. Undy helped to build many of the pre-cast departmental residences in the district.

1886 Picnic

DURING renovations of a departmental residence at Cope Cope, some pages of *The Age*, dated April 12, 1886, were found by Carpenter G. Halpin. They contain a rather lengthy account of a picnic at Mordialloc of "the railway employees on the south suburban line." Four hundred of them left at 8.50 a.m. on a special train from Princes Bridge.

"The Committee" said the report," had been very happy in their selection of a pleasure ground, it being situated at the rear of Rennison's Hotel within easy distance of the railway station . . . Those not inclined to participate in the competitive events, amused themselves in sundry ways, such as Aunt Sally, rounders etc. . . . At an interval between the sports the committee and a number of friends adjourned to Rennison's Hotel, where luncheon was partaken of . . . The pleasure seekers returned to town shortly before seven o'clock after a most enjoyable day's outing."

Promotes Apex

Clerk Graeme Elvey of the Works Foreman's office at Sale is Publicity Director of the local Apex Club, in which capacity he promotes the Apex ideals of service to the community and good citizenship. Mr. Elvey came to Sale less than two years ago after being at Bendigo for six years; he plays indoor bias bowls with Sale V.R.I. and is also on the committee.

Institute Councillor

MR. R. N. JONES, an Institute Councillor since 1956, has been in the Accountancy Branch ever since he joined the Department in 1936. He was at Newport Workshops Accounting Office until 1940. During the war, he was on active service with the 2/2 Pioneers in the Middle East and, afterwards, the R.A.A.F. in Australia.

Mr. Jones

On returning to the Department he was at the Accounting Office, Newport Workshops, for a period, before being transferred to the Statistical Division in Head Office, where he remained for 10 years. At present, he works in the Signal and Telegraph Accounting Office.

In Institute sport, Mr. Jones captained the Accountancy Branch team that won the Dunkling Shield; was secretary of the V.R.I. Golf Club for four years, and, later, treasurer. His recreations are squash, golf, and occasionally, fishing.

Horticultural Society

THE recently held Spring Show of the V.R.I. Horticultural Society was opened by Mrs. Ruth Nye of ABV 2 in the presence of Mr. E. H. Brownbill (Chairman of Commissioners) and Mrs. Brownbill, Mr. L. A. Reynolds, (Chief Civil Engineer) and Mrs. Reynolds, a good mustering of club members, and some lady visitors from the South Australian Country Women's Association. The Floral Art, Cut Flower, and Best Exhibit trophies were won by Mrs. D. Wilson of Oakleigh. Mrs. Wilson and the other prize winners all generously returned their prize money to the Society, which resulted in a welcome increase in Club funds.

The Club's Autumn Show, for which members are invited to make a special effort, will be held on Saturday, March 2.

Worth quoting

AN increase in air fares would not be desirable to make up any deficiency (in revenue from charges for air navigation facilities) because it would only decrease the number of passengers.

—(*Senator Paltridge, Minister for Civil Aviation—The Sun*, 18.10.62).

APPRECIATION . . .

Ranked with the best

MRS. ROBERTSON and I travelled on many trains in England and also on the Delaware–Hudson train from New York to Montreal, and on the Trans–Canadian Pacific or the Canadian Pacific Railway from Montreal to Vancouver, and we took particular note of the facilities provided on those trains.

We have travelled on the Trans–Continental train, *The Overland* from Adelaide and *Southern Aurora* from Sydney to Melbourne, and I say that these three trains are better than any we travelled on overseas and I believe that they would be ranked among the best trains—and could possibly be the best trains—in the world.

—*Cr. F. A. Robertson, O.B.E., J.P., Camperdown, writing to the Chairman of Commissioners*

Malvern

IT gives me pleasure to bring to your notice the courtesy and consideration shown to me by the Station Assistant at Malvern . . . He went out of his way to direct me concerning a train I should take to make an earlier connection at Caulfield for Frankston, which enabled me to arrive at my destination much earlier.

—*(Mrs.) Helen Dacy, 53 Edithvale Rd., Edithvale*

Transport of school children

THE transporting of the school children for the Athletic Meeting at Casterton was full of difficulties both for the Railways and the schools concerned. Since we had the task of dealing with the Railways on behalf of the schools, I feel it my duty to thank you and your staff for the patience and courtesy shown at all times. This applies particularly to Mr. David Watson who was most helpful.

—*(Fr.) J. J. McMahon, Sacred Heart College, Hamilton, writing to the Stationmaster, Hamilton*

RECENT RETIREMENTS...

TRAFFIC BRANCH
Knox, R. N., Melbourne Goods
O'Brien, C. E., Flinders Street
Hay, J. S., Heidelberg
Greer, D. M., Melbourne Goods
Bruce, W. J. S., West Footscray
McIntosh, C. J., Spencer Street
Steel, P., Coburg
Cooper, E., Springvale
Paver, E. N., Dudley Street
Pickering, A. T., Flinders Street
Stuart, N. F. (Mrs.), Mt. Waverley
Shea, A. P., Ferntree Gully
Fava, A., Melbourne Goods
Mason, A. G., Ballarat
Brady, D. T., Melbourne Goods
Freeman, C. L. (Mrs.), Flinders Street

ROLLING STOCK BRANCH
Major, G., Newport
Overson, G. W., Newport
McLachlan, J. T., Jolimont
Myerscough, H., Newport
Kuzmickas, K., Newport
Smith, F. B., Head Office
Liebert, A. H., Newport
Morrell, W. H., Ballarat North
Francis, G., Newport
Calnin, M., Newport;
Eads, D. C., Newport;
Strauss, J. W., Bendigo North
White, A. W. A., Jolimont
Wood, E., Newport
Evans, R. W., E. R. Depot
Haynes, W. M., N. M. Shops
Minglis, N. D., Jolimont
Dixon, A. H., Newport
Rees, R. E., Shelter Shed
Creely, H. F., Bendigo North
MacWhirter, K. W., N. M. Shops
Hogg, E. H., Jolimont
Kimpton, A. S. E., Newport
Pollock, A. K., Newport
Campbell, R. J., Bendigo North
Andrews, S. P., N. M. Shops

ACCOUNTANCY BRANCH
Dunn, D. S. M. (Miss), Head Office

STORES BRANCH
Roberts, F. P., State Coal Mine

ELECTRICAL ENGINEERING BRANCH
Gale, E. P., Power Operation Room, Batman Avenue
Kay, W. H., Spencer Street Sub-station

WAY AND WORKS BRANCH
Faulks, G. G., R. F. Bendigo
Meyer, F. P., Foreman Overhead
Walton, W. T., R. F. Flinders Street
Clark, J. C. W., R. F. Caulfield
Black, W. L., Head Office
Gaylor, W. J., R. F. Ballarat
Robertson, W. J., Head Office
Fitzpatrick, J., Spotswood Workshops,
Wisneske, J. K., R. F. Flinders Street

...AND DEATHS

TRAFFIC BRANCH
Kinna, J. J., Flinders Street
Todd, J. D., Melbourne Goods

ROLLING STOCK BRANCH
Sexton, J. A., Newport
Byron, R. H., Jolimont
Sheehan, G. H., Jolimont
Mitchell, N. A., N. M. Shops
Logan, G., Bendigo North

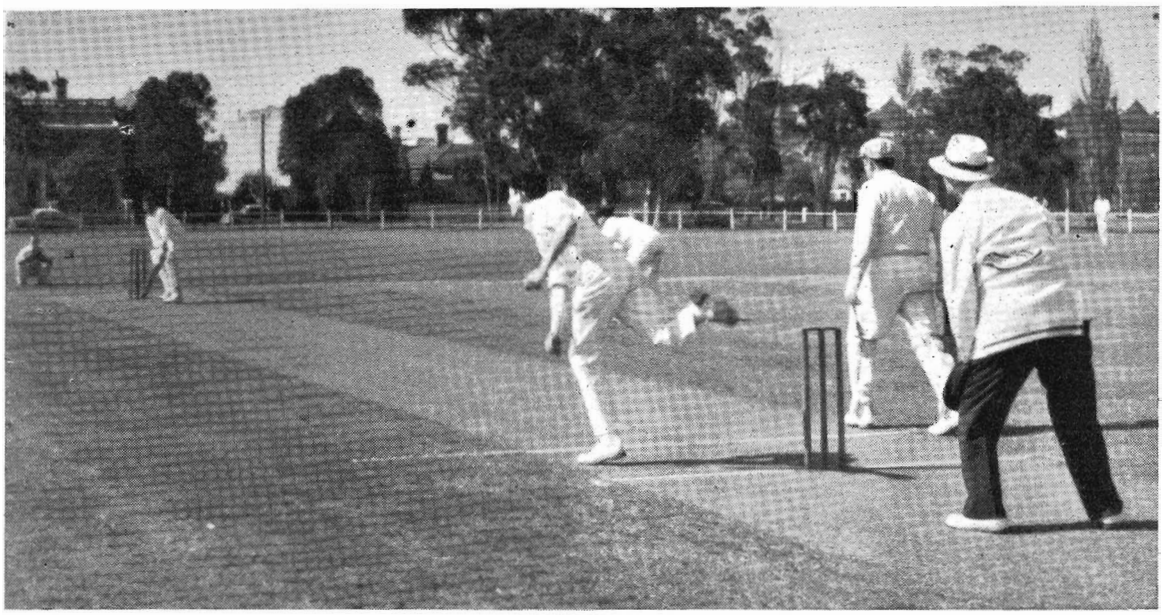
STORES BRANCH
Armstrong, E. G., Geelong Works

ELECTRICAL ENGINEERING BRANCH
Isherwood, S., Power Operation Room, Batman Avenue

SECRETARY'S BRANCH;
Faull, A. C., Head Office

WAY AND WORKS BRANCH;
Raczkowski, W., c/o Eng. Special Works
Giunzioni, P., R. F. Korumburra
Allen, H. R., S. & T. Seymour
Harper, R. W., S. & T. Seymour
Jenkins, W. R., S. & T. Seymour
Begonne, M. P., S. & T. Seymour
Daszko, J., Eng. Special Works
Dewsnap, H. J., R. F. Seymour

RON BAGGOTT'S SPORTS PAGE



Fast Bowler T. Evans hurls one down in Suburban Lines v Stores match.

Cricket

THE selectors have chosen a well balanced team to represent the V.R.I. in the Interstate Cricket Carnival to be held in Adelaide from February 4 to 13. Members of the team—which comprises eight players from the metropolitan area, three from Geelong and two from Ballarat — are : K. Carmody (Capt.), E. Barnes (Vice Capt.), L. Balcombe, R. Brunger, R. Dyson, J. Harris, L. Hill, C. Hovey, G. Hovey, K. Ingram, R. Janson, D. Southam, and S. Wallis.

Officials are : Messrs. L. Bennett (Manager), W. Crowe (V.R.I. Representative), W. Clanchy (Scorer), D. O'Donnell (Property Steward), J. Williamson and R. Thompson (V.R.I.C.A.), and W. J. Donald.

In the local competition, results of the fourth round of matches were :

Newport 4/237 (T. Atkins 103, J. McTaggart 51, J. Hill 40) beat Jolimont 'Shops 96 (G. Dow 36, J. White 3/31).

Flinders Street 1 for 68 declared (K. Carmody 31 n.o., A. McMahon 20 n.o.) beat Codon 23 and 17 (K. Carmody 6/9, G. Campbell 5/13, J. McCalman 3/8).

Stores 1/119 (R. Dyson 60 n.o., J. Pitcher 48 n.o.) beat Melbourne Yard 65 (R. Figgis 6/18).

Loco., Spotswood and Suburban Lines : bye.

The position of the teams is as follows :

Newport 16 points, Suburban Lines 12, Flinders Street 12, Loco. 11, Stores 9, Melbourne Yard 8, Jolimont 'Shops 6, Spotswood 'Shops 3, Codon 1.

Ladies' basketball

THE three V.R.I. teams did quite well in the Victorian Ladies' Basketball Association night competitions. Melbourne Goods beat State Savings Bank in the grand final to become premiers of F1 grade. Of the remaining teams, V.R.I. No. 2 reached the grand final but went down to Reserve Banks (D1 grade), and V.R.I. No. 1 made the final four but were beaten in the preliminary finals.

Country sporting weeks

ALL country sporting enthusiasts are reminded that the 1963 V.R.I. Country Tennis, Cricket and Bowls Weeks will be held during March. Excellent competition is provided under first class conditions, and, in addition, those taking part can meet their fellow railwaymen from all parts of the State. Full particulars can be obtained by contacting me at the V.R.I. Flinders Street, (auto 1109).

The dates for the respective sports and the closing of entries are :

Tennis	March 4 to 8 (entries close January 28)
Cricket	March 18 to 22 (February 11)
Bowls	March 25 to 29 (February 18).

Fencing

THE V.R.I. Fencing Club has just concluded a very successful season. They won three out of the four State team titles—men's foil, epee and sabre—and five individual titles. Alex Djoneff became the first Victorian junior champion, and Pam Brinsmead, Julie Salusinszky, Zoli Okalyi and Les Tornallyay won the "C", "B" and "A" foil, and sabre titles respectively.

Max England was elected President of the Australian Fencing Federation, being the first Club member to hold this office.

Les Tornallyay was a member of the silver medal winning Empire Games epee team and the only Australian representative who reached the sabre final. Rose Browne and Andy Szakall acted as officials at the Perth Games.

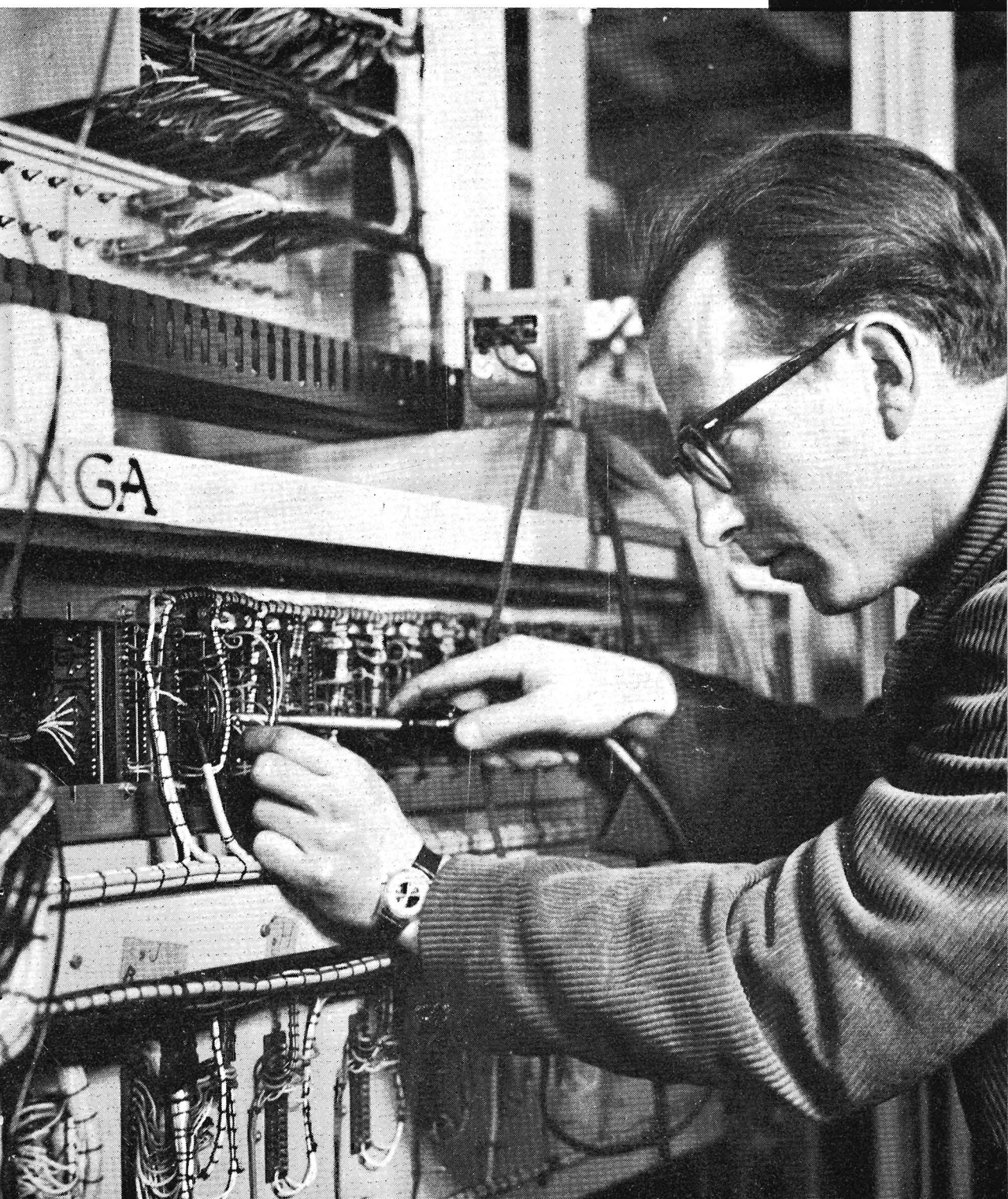
Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne 3889—62

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY

VR



THE MONTH'S REVIEW

Anniversaries

TWO anniversaries took place last month.

The first on January 28 was the 10th anniversary of the arrival of the L class locomotives that are used almost exclusively on the main Gippsland line to Traralgon.

The first of its class, L 1150 entered service on 21.4.1953, after being assembled at Jolimont Workshops and tested in the metropolitan area. There are 25 in service, all being based in Melbourne.

Altogether, their combined mileage is now 8,766,000. The locomotives are designed for both passenger and goods working. Their maximum tractive effort is 47,000 lb. and, in passenger service, they are capable of speeds up to 75 m.p.h. On goods trains, they can haul 1,400 tons up a 1 in 110 grade at 30 m.p.h.

Two days later, on January 30, the Department's Administrative Offices in Spencer Street attained the stately age of 70 years.

The contract for the erection of the building was signed on September 13, 1888, and it was finished in January, 1893 at a cost of about £132,000.

An impressive and dignified structure, it was regarded as embodying all that was best in the architectural fashion of the times. The original building was designed in the Renaissance–Italianate style. A touch of French architecture was introduced when the third and fourth floors were added in 1912 and 1922, respectively.

A small fifth-floor section was added in 1959. Today there are 243 rooms for staff and a few for storage and special equipment. Almost 1,700 people occupy the office space.

Underground probe

SINKING of three exploratory shafts for Melbourne's underground railway has started.

First shaft was sunk last month in the Flagstaff Gardens between King and William Streets.

The shafts will provide essential data on sub-surface conditions, and enable the most suitable depth of the railway tunnel for the underground system to be determined.

The Railway Construction Branch of the Board of Land and Works will test rock and soil samples brought up from the shafts and measure water levels and the flow in the rock strata. In these tests, the University of Melbourne and the Mines Department will co-operate. Other tests will be carried out inside the tunnels.

The shafts will go down as deep as 80 feet, with horizontal exploratory tunnels extending up to 50 feet.

To establish the best procedure and technique for grouting the rock walls of the tunnel to reduce inflow of water during tunnelling operations, arrangements have been made to test various methods in the shafts and drives.

Preliminary work for the underground railway already completed includes a survey of existing underground services—such as gas mains, sewers, power cables—and sinking of test bores along the proposed route of the underground railway.

A survey of foundations of existing buildings along the proposed route has been completed and the results are being appraised.

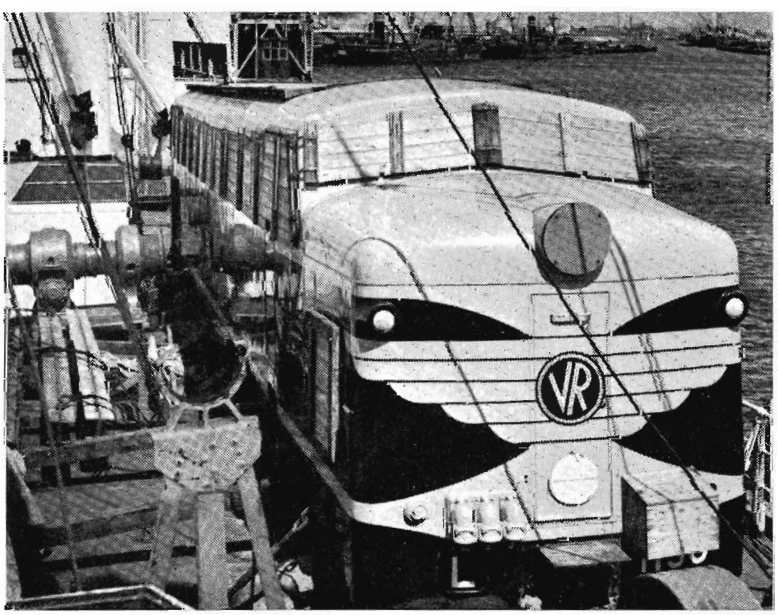
Steam era ends

WARRAGUL'S steam locomotive era has ended.

Last month its last steam locomotive, a D3, was replaced by a more efficient and economical E class electric locomotive, a familiar sight on suburban electric goods trains. The E class is the first to be stationed outside the metropolitan area.

Use of steam locomotives decreased at Warragul after the introduction of diesel-electric locomotives in 1952, and main-line electric locomotives in 1954, following extension of electrification to Gippsland.

During its 73 years of steam, Warragul had a locomotive depot with up to 15 steam locomotives and serviced many more from other depots. The depot was demolished last year. Although the withdrawal of the D3 from Warragul is part of the plan to replace all steam traction by 1972, it will be used on shunting work elsewhere.



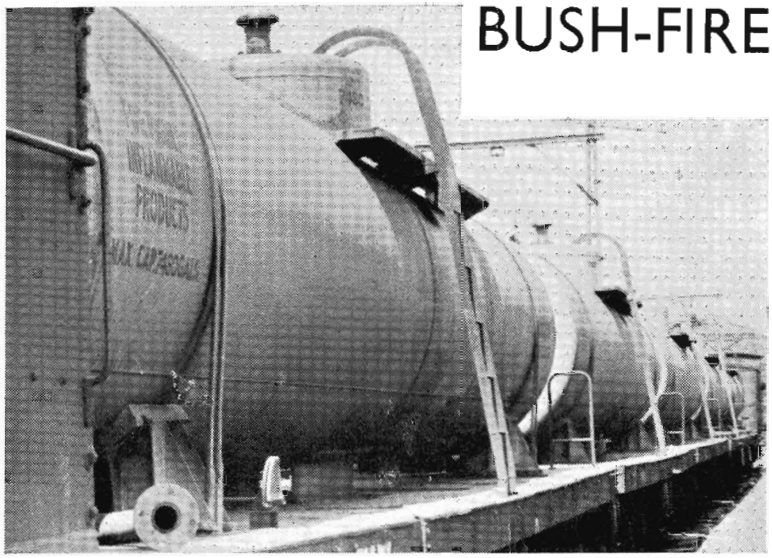
Flashback to when the first L class reached Melbourne aboard the *Dorset* in January, 1953. The bogies, each weighing 24 tons, were carried in the hold, but the 48-ton locomotive body was carried as deck cargo.

FRONT COVER

Mechanic completes the wiring of the Seymour-Wodonga cubicle in the Centralized Traffic Control installation at Head Office. This cubicle houses the printed circuit cards and electrical mechanism that operate signals and points on that section of the standard gauge line between Seymour and Wodonga. See story on page 20.

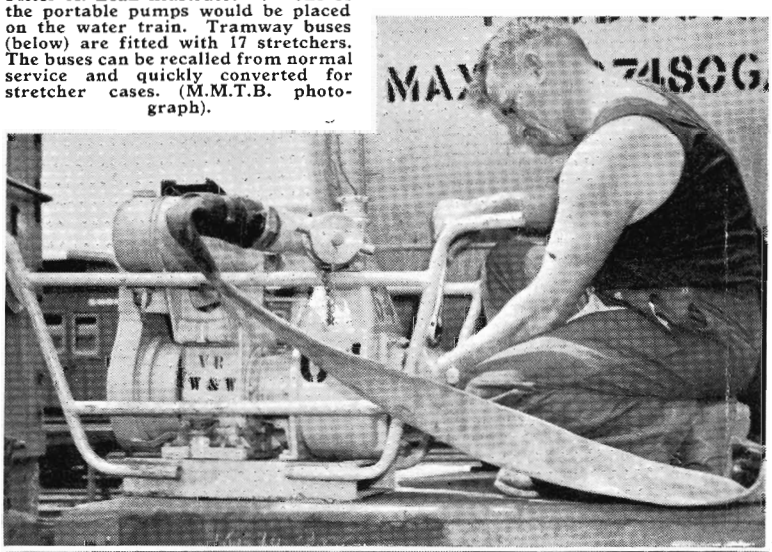
BUSH-FIRE EMERGENCY

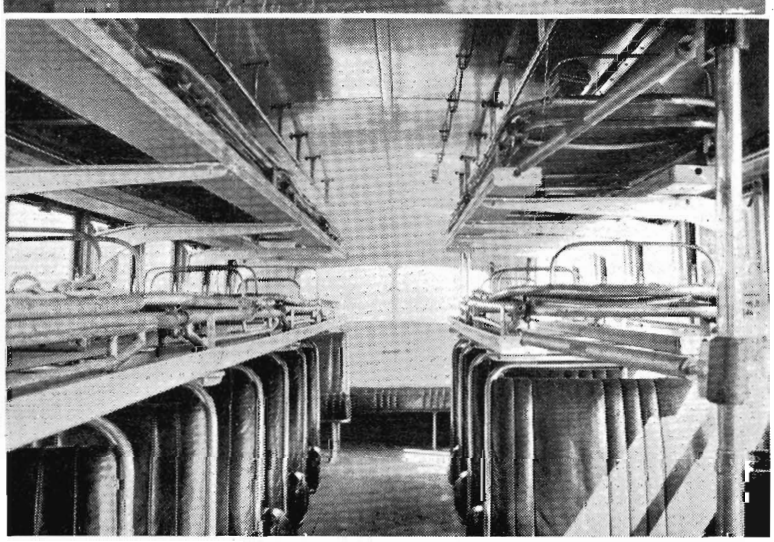
As part of an emergency plan co-ordinated by the Victoria Police Department, the railways have made their full resources of staff and material available in the event of serious bushfires.



The 35,000 gallon water train (above) stands ready to go at short notice

Fitter A. Lean illustrates how one of the portable pumps would be placed on the water train. Tramway buses (below) are fitted with 17 stretchers. The buses can be recalled from normal service and quickly converted for stretcher cases. (M.M.T.B. photograph).





It is understood that the Department probably has the largest number of fully trained first-aiders in any Government Department.

Under the direction of the Ambulance Officer, Mr. K. W. MacKenzie, first-aid personnel could leave within minutes of a request being received.

Stocks of pre-packed medical supplies are readily available if required. The contents of the boxes include material for burn treatment, bandages, eye drops, etc.

The Melbourne and Metropolitan Tramways Board has four specially fitted buses on stand-by. The interior of the buses have been modified to each accommodate 17 stretcher cases. The stretchers are supplied from a reserve stock held by the railways at Spencer Street station.

Water train

At Flinders Street yard, a 35,000 gallon water train, complete with brake-van at either end, is ready to leave at short notice for any part of the 4,200 route miles of the Victorian broad gauge system.

A portable pump is in each van, and on arrival at its destination, the pumps are lifted on to the tankers' platforms.

After connexion, water can be pumped from the tankers into road vehicles at the rate of 15,000 gallons an hour. Experienced pump operators are available to accompany the train at any time during the day or night.

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

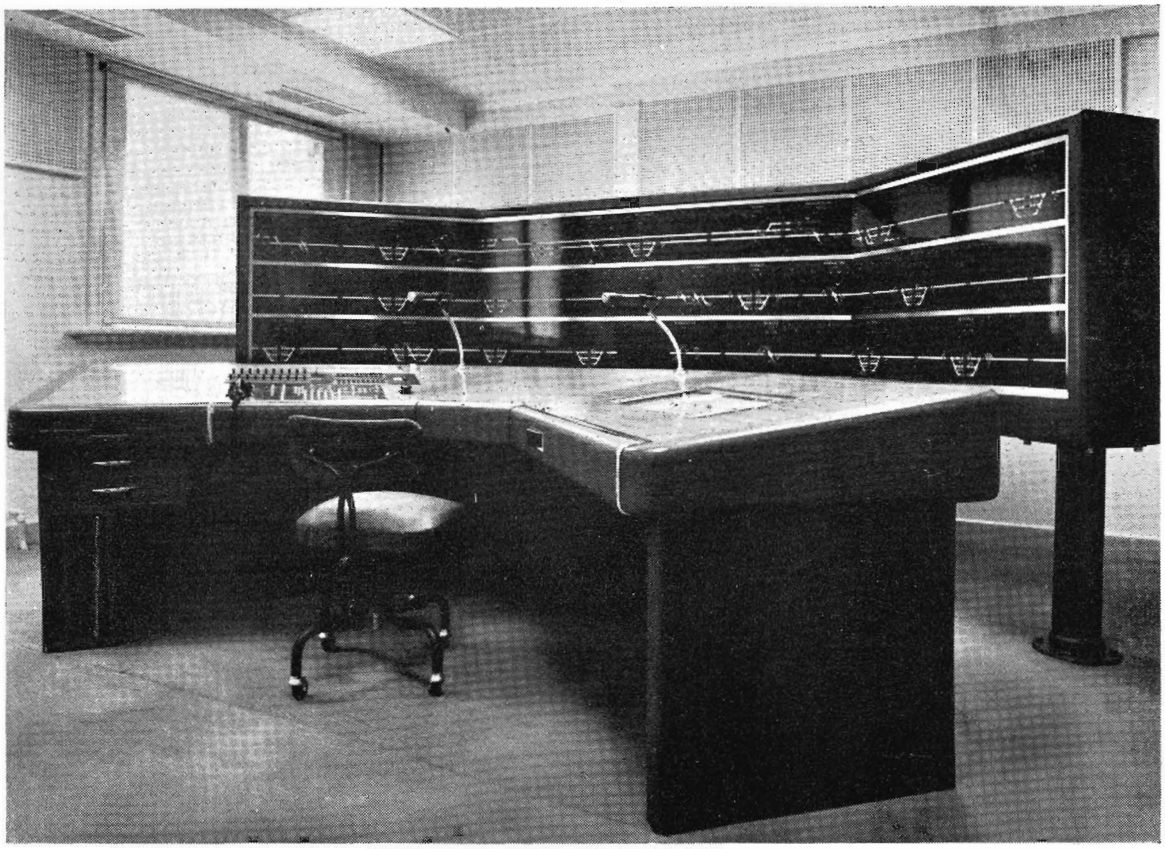
The tankers are part of the Department's poison train that regularly travels the system. The tankers containing the poison mixture, however, are not used on the water train.

Mr. MacKenzie, Ambulance Officer, said recently, "The bushfire plan is similar to that set up for handling a major disaster, and is controlled by the Co-ordinator of Civil Defence.

"It has been acknowledged that railway first-aiders are highly trained, and they have proved their efficiency on numerous occasions.

"We are ready to assist in any emergency, but let us sincerely hope that a bushfire or other disaster does not occur."

C.T.C. FOR STANDARD GAUGE



The console and illuminated track diagram in the standard gauge Centralized Traffic Control room at Head Office.

Mr. G. F. Woolley, Signal Engineer (*right*) discusses aspects of the new system with Mr. A. J. Kenny, Chief Train Controller.

EARLY this month the Victorian Minister of Transport, Mr. E. R. Meagher, pressed several buttons on the desk of a new console in the Railways Head Office, Melbourne, and the major section—from Wodonga to Seymour—of the world's most modern system of centralized traffic control officially came into operation.

Installed for the standard gauge line, it is completely transistorized, and is the world's first *fully* electronic system (the most advanced systems elsewhere are only *partially* electronic).

Nerve centre of the whole system is in the air-conditioned Train Control division at Head Office, where the Train Controller, by pressing buttons, will eventually operate the points and signals along the 188 miles of standard gauge track between West Footscray and Wodonga and regulate the movement of all passenger and freight trains on the line.

C.T.C. circuits are communication circuits to enable the Controller to transmit his instructions to the field station and receive indications back as to the response of the equipment and the presence of trains on the line.

Silence

In contrast to the other Train Control rooms where there is the constant flow of talk between stations and Control, there is almost complete silence in the C.T.C. room, except for the single stroke bells that announce certain train movements.

In place of the oral reports from stations, etc., lights glow on a 14-ft. wide track diagram and thus show the actual position of trains, points and signals.

This information is gleaned by an electronic process that " scans " the entire system every three seconds in much the same way as pictures are " scanned " for television.

The equipment

The visible equipment in the control room consists of

- the illuminated track diagram
- a control console
- a communications consolette.

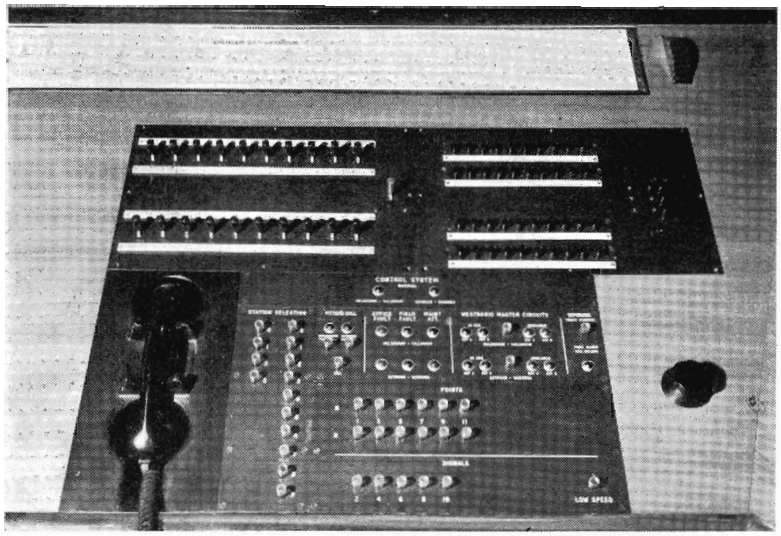
The track diagram

The illuminated track diagram is a representation of the 188 miles of single track between West Footscray and Wodonga. It consists of three rows of 15 panels with a clock in the centre of the bottom row. The signalled territory is divided into a number of *locations*. A location may be a crossing loop, a broad gauge grade crossing, or an electric switch locked siding. The name and number of each location are engraved at the top of its panel. The track is represented by white lines on the black panels. Altogether there are 15 crossing loops together with auxiliary sidings and broad gauge grade crossings.

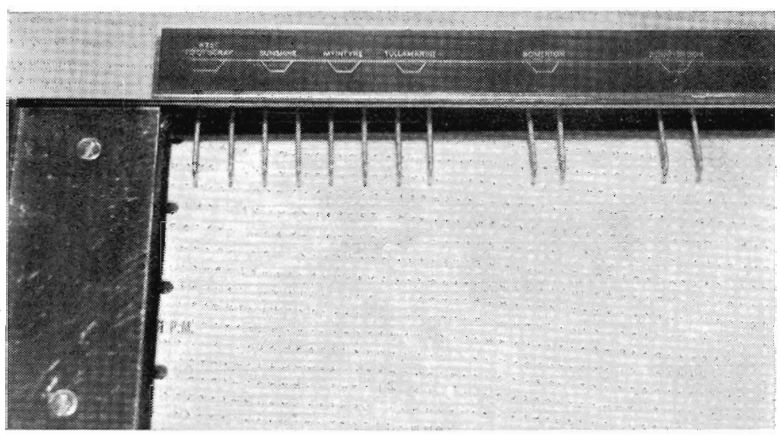
Coloured, white and flashing lights are used to indicate the occupancy of track by trains and the positions of points and signals.

Buttons . . . . no levers

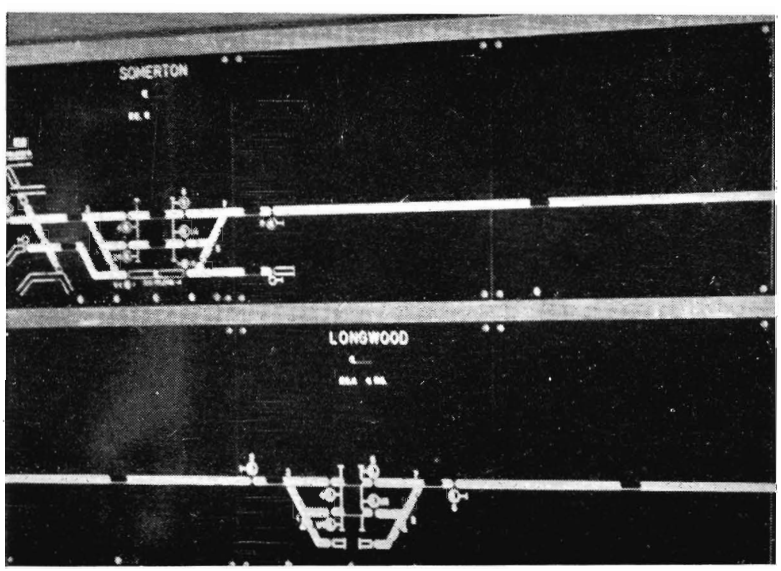
The new console is radically different from the conventional one in which the levers are on the track diagram and many of them out of reach of the operator who has to walk around to use them. On the new V.R. equipment there are no levers whatever on the track diagram. Instead, there is a compact group of buttons on the console within easy reach of the Controller. This has been designed to enable him to keep the track layout within his angle of vision and obviate unnecessary turning of the head.



A close-up view of the console showing points and signals control panel in foreground ; handset 'phone for making " fitter's call " at left ; and, in the background, a gradient plan of the line.



Part of the automatic train graph showing electrically operated pens for crossing loops



A section of the illuminated track diagram.

To operate the points and signals at a particular location, the Train Controller merely presses the appropriate buttons on his console.

The turn-keys normally used on the Selector Telephone system to communicate with stations have also been replaced by push-buttons. To call a station it is only necessary to momentarily depress a button.

Among the features of the console is the automatic train graph for making a permanent record of train movements. Fixed below a glass cover on the right hand side of the console, it has a continuous paper chart that advances at the rate of three inches an hour. Each paper roll contains 200 feet of paper—enough for one month. Records are made on the chart by electrically operated pens, one being provided for each end of a crossing loop.

Mobile desk

The communications consolette is a mobile desk, with button controls, that is used when traffic conditions necessitate a second Train Control Officer sitting beside the first. It enables one officer to concentrate on an emergency that has arisen while the other attends to the normal traffic on the line.

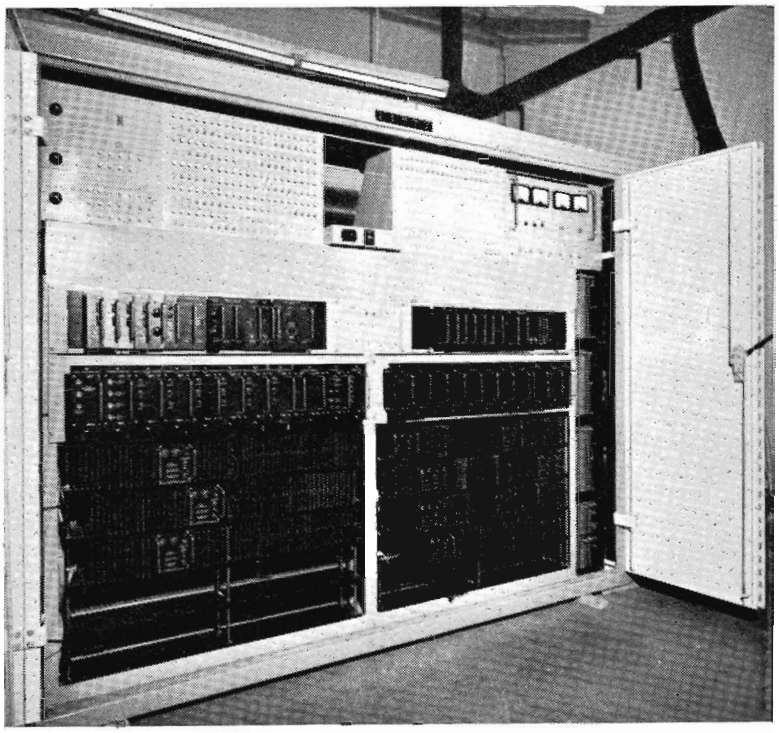
Auxiliary controls

In the event of trouble developing on the system, duplicate generator sets are provided and can be switched in immediately. Maintenance staff in Head Office attend to local faults, and other staff are available at various points along the line to Wodonga. To cope with faults outside the city the electrical fitter located nearest the fault is called by the Train Controller pressing the Fitter's Call push button. This causes a loud bell on the relay hut, at the location called, to ring for about 10 seconds. In addition, a light goes on at the hut and remains alight until the call is answered or cancelled.

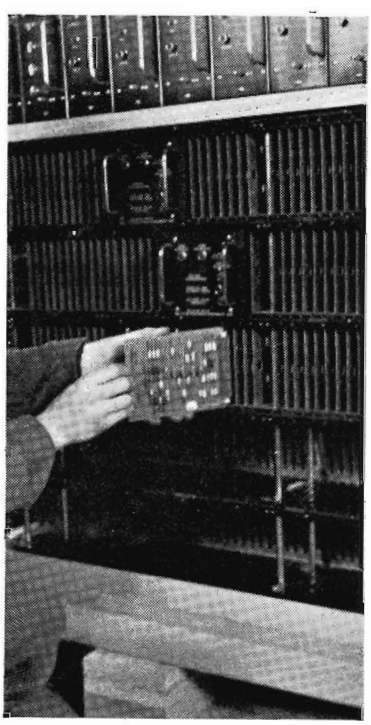
" Electronic brain "

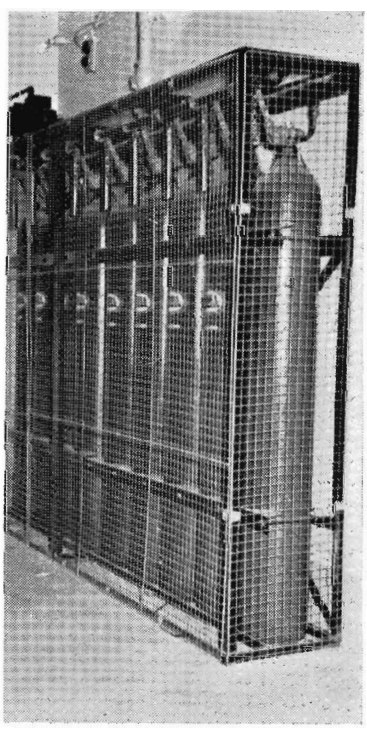
In the basement below the Control Room in Head Office are the cubicles holding hundreds of plates, each one having its own transistors and printed circuits. The small contact points from each plate, which plug into other circuits, are of gold to give good contact. The cubicles with their great complex of circuits may be regarded as the " electronic brain " of the system. Smaller " brains " containing similar circuits are at various points along the line to Wodonga.

To protect the room, and the Control Room above, from fire, there are banks of cylinders holding compressed carbon dioxide gas which, in the event of fire, would be automatically actuated by temperature controls. Carbon dioxide gas is, of course, a very effective fire



Part of the electronic brain in the basement under the Train Control room. Printed circuit cards are in the lower part of cubicle.





(*Left*) Printed circuit card being inserted into its slide in the cubicle. Each of these cards contains circuitry equivalent to a 5-transistor radio. There are over 1,000 of the cards in the entire system. If a fault develops in any card, it is replaced by a duplicate one and the fault located on the test bench. Contacts are of gold to give good electrical connexion.
(*Right*) One of the two banks of cylinders holding compressed carbon dioxide. Automatically actuated by heat the gas extinguishes fire without harming the electrical circuits.

extinguisher and has the advantage over water of not damaging the electrical equipment.

Very high speed operation is attainable with this electronic system. It could cope with as many as 500 controls in one second. It has practically no moving parts. Automatic alarms indicate any failure of the scanning system. Faults are remedied by replacing the appropriate plug-in printed circuit with a new one. The actual fault is then located on the test bench.

Along the track

To carry the lines for communication, signal controls, and power for signals, a new pole line was built throughout most of the standard gauge line.

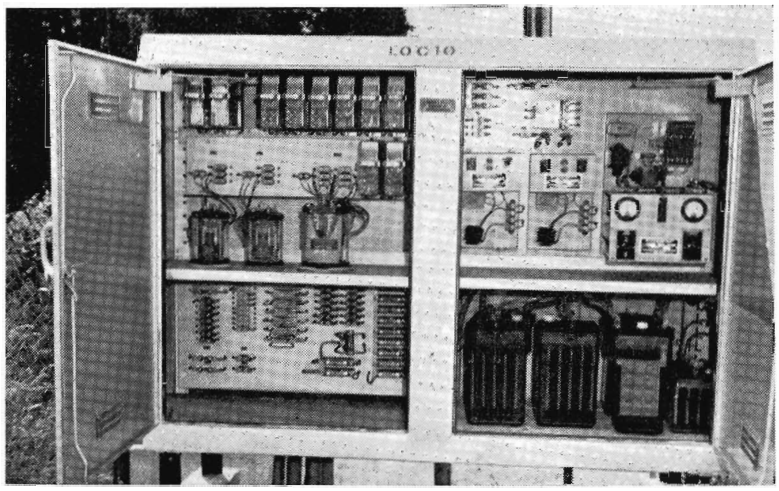
Post telephones at places along the track provide direct communication with the Train Controllers. They can be used both for normal operation and for emergency working when it may be necessary to institute working of trains with a pilot staff.

Automatic power signalling is a necessity for C.T.C. as the safety of the trains is governed by the track circuits and interlocking circuits in the field and not by the C.T.C. circuits. Colour light signals of the searchlight type are used. Wherever possible, they are placed in such a position that drivers can readily identify them and know to which line they apply. The spacing of signals has been arranged for passenger train speeds of 80 m.p.h. and freight trains at 60 m.p.h.

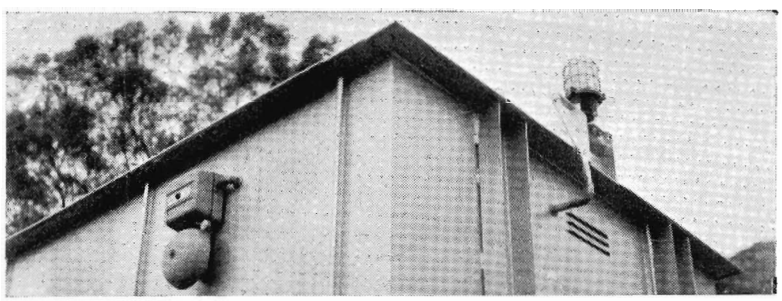
Tick-tick

Anyone passing a relay box along the standard gauge track could hear a steady ticking coming from the box. This is audible evidence of Australia's first major installation of coded track circuit. This is the system of electrical energy sent through the rails to actuate signals. Almost everywhere else in Australia, steady-energy circuits are used for this. In the coded track circuit, the rail current is interrupted to form, as it were, a code. By using codes of a different number of impulses a minute, the current can be made to do several different jobs—thus reducing the number of wires required on the pole line and giving a more economical installation. The coded track circuit will also operate reliably over greater distances than the steady-energy one. The ticking heard from the relay boxes is made by relays as they follow the code.

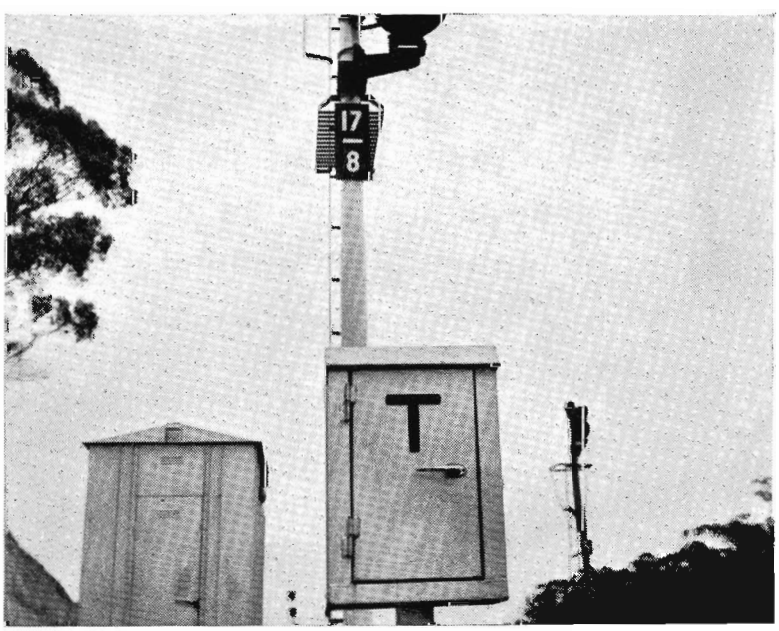
The signal apparatus for the standard gauge line was designed and installed by McKenzie & Holland (Aust.) Pty. Ltd. of Newport, Victoria, and the " Westronic " C.T.C. equipment by the Westinghouse Brake and Signal Co., London. The installation was supervised by Mr. G. F. Woolley, Signal Engineer, North-East Standardization.



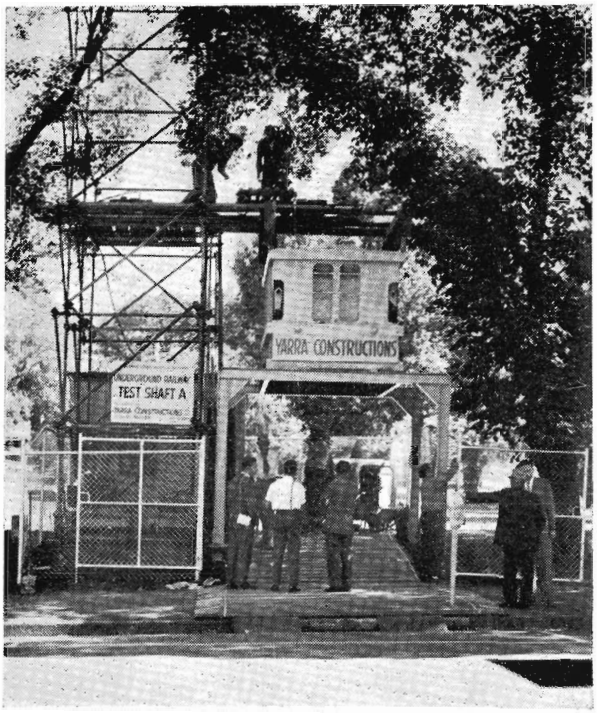
Relay boxes such as this one at Wangaratta are located along the track. Mechanism in the box ascertains whether conditions are safe for signals to operate on instructions from Control at Spencer Street. The ticking that can be heard near the box is made by the relays as they follow the code.



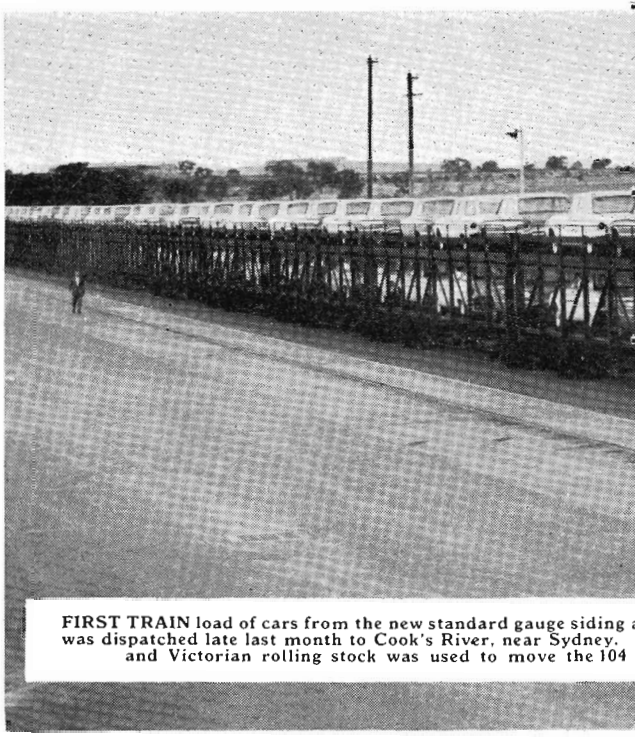
Telephone call bell and light on relay hut for communication between control, fitters and train crews.



Signal post telephone at Broadford crossing loop. These telephones are used by train drivers and track force employees to talk, if necessary, to Train Control at Spencer Street.



MELBOURNE'S UNDERGROUND railway moved closer last month with the sinking of a test shaft in the Flagstaff Gardens. (see story page 18).



FIRST TRAIN load of cars from the new standard gauge siding a was dispatched late last month to Cook's River, near Sydney. and Victorian rolling stock was used to move the 104

AROUND THE SY

AN UNUSUAL parcel on *Southern Aurora* was a one man Gyro-glider lodged at Oakleigh railway station recently. The Gyro-glider, the first of its type to be railed, was on its way to Marion Downs station, 150 miles south of Mt. Isa (Q.)

SPENCER STREET station has, at the moment, traffic lights tha they are approaching a pedestrian crossing. The lights, near the removed when the new passenger terminal building is com

rd's, Upfield,
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TEM

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ed.

SOUTHERN AURORA glides into No. 1 platform, Spencer Street for the first time on December 13 after the platform was extended by 650 ft. to 1,150 ft. The platform, with dual guage tracks, will eventually be 1,355 ft.

PROBLEMS OF RAIL TRANSPORT

Continuation of the address given to the 75th Anniversary Congress of the Australian and New Zealand Association for the Advancement of Science, by Mr. G. F. Brown, Deputy Chairman of Commissioners.

Last month's instalment of Mr. Brown's address dealt with the interaction between engineering and economics in such fields as the choice of motive power, the regrading of main lines, etc. He now discusses further aspects of the subject. The concluding part will be published next month.

Economic train speeds

An interesting example of the interplay of engineering and economics is the question of the scheduled speed of electric suburban trains. This is a field in which the purely technical factors governing practical operating speeds must be balanced against the economic factors of power consumption and maintenance costs in order to achieve a satisfactory compromise.

The technical factors governing operating speeds are different for stopping and express services. For stopping trains, the controlling factors are the rates of acceleration and deceleration and the length of station stops ; for express services, the permissible track speed and balancing speed of the train's electrical equipment become much more important.

On the Melbourne suburban system, schedules of stopping trains are computed on an overall average speed of 22 m.p.h. This is based on 20-second station stops, a rate of acceleration of 1.5 m.p.h. per second, and a rate of deceleration of 2.3 m.p.h. per second. The schedules also make provision for trains normally powering only for a portion of the distance between stations, and coasting for the remainder. This not only reduces the consumption of power, and wear on brake blocks, but also provides ' make-up ' time for late running, or when heavy loads or strong winds require a train to be powered for a longer distance to maintain its scheduled speed.

Scheduled speeds could therefore be increased in the following ways—

(a) by reducing the length of station stops ;
(b) by powering for longer periods ;
(c) by increasing the rate of acceleration ;
(d) by increasing the rate of deceleration.

With regard to (a), the existing 20-second stop is regarded as the minimum practicable average allowance with the various types of rolling stock at present in use.

Loading containers at Dynon. The container system takes advantage of the ability of highway vehicles to go anywhere there is road access, and the railway's ability to move full unit loads with speed and economy.

Big power increase

Powering for longer periods would result in a slight increase in average speeds, but only at the expense of an inordinate increase in the consumption of power. For example, on the 11¼ mile run from Flinders Street to Sandringham, a reduction of 2 minutes in the present 30-minute schedule would increase power consumption by no less than 50%. In addition, larger AC/DC conversion plant would be needed in the sub-stations supplying the line.

There is a limit to the rate of acceleration that can be obtained in practice, as slipping occurs when the design ratio of tractive effort to the weight on the driving wheels is exceeded by a certain amount. On the Melbourne suburban system, this ratio is close to the design limit, and, therefore, the rate of acceleration cannot be increased very much

During the past ten years there has been a rapidly increasing demand for special purpose wagons. Above shows a double unit Flexi-van.

without slipping taking place. In any event, an increase in the rate of acceleration from 1.5 to 2.0 m.p.h. per second would save only half a minute on the Flinders Street–Sandringham run. Although power consumption would be reduced by 6%, peak currents would be higher, requiring more closely spaced sub-stations containing plant of higher capacity.

The rate of deceleration is governed mainly by the type of brake employed, the number of braked axles, and the weight of the train ; for practical purposes the last two factors can be regarded as fixed. With our system of clasp brakes (either cast-iron or non-metallic) applied directly to the wheel treads, we are close to the critical limit at which wheel slide will occur if the pressure of the brake blocks on the wheels is further increased. A substantially higher rate of retardation could therefore only be obtained by changing over to some other form of braking such as disc brakes, or equipping the trains with sanding gear. Even if the expense of such expedients were to be incurred the overall effect on average speed would be very small.

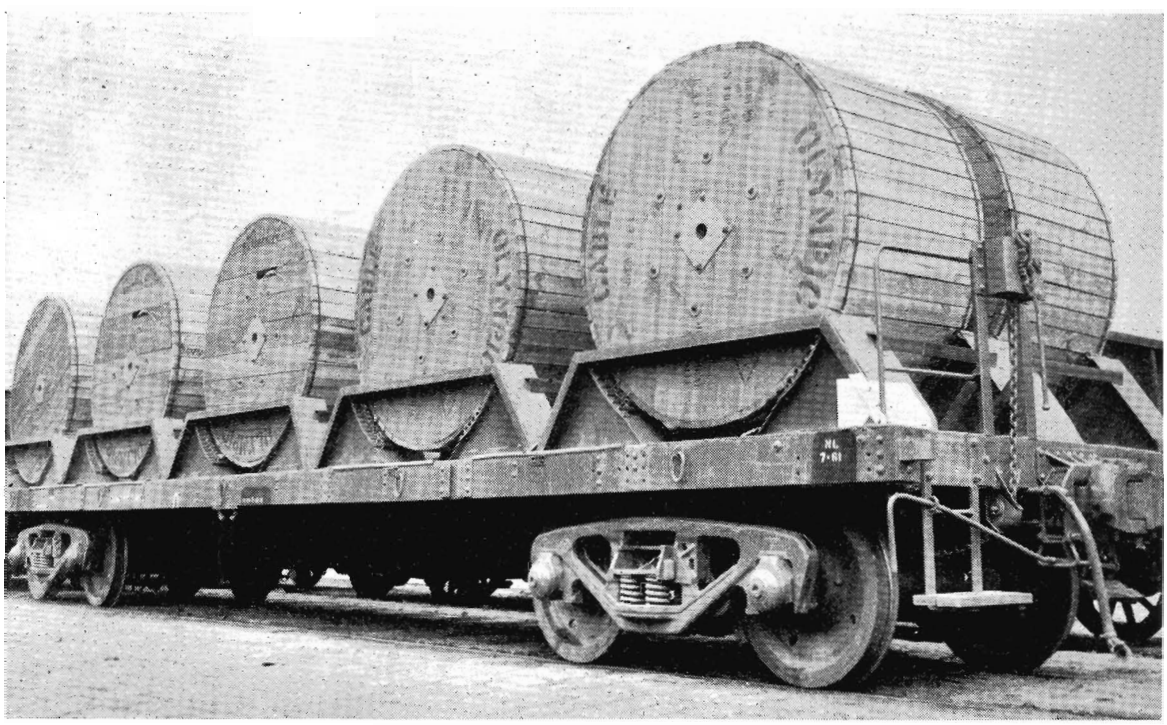
It is evident, therefore, that the only way in which an appreciable increase in the average speed of stopping suburban trains can be obtained is by powering for a longer portion of the distance between stations, and that the benefit so gained would be out of all proportion to the additional power consumed.

As I mentioned above, quite a different set of factors comes into play in governing the average speed of express suburban trains—maximum permissible track speed, track curvature, and the balancing speed of the train electrical equipment, being the most important. Another important factor is the signalling headway ; the closer spaced the signals are, the lower the maximum speed that can be permitted while preserving a safe braking distance. This means that in signalling a track designed mainly for express running it is necessary to strike a compromise between speed and train frequency. Our current practice is to signal for a 2-minute headway at a speed of 45 m.p.h.

Specialized goods rolling stock

During the past 10 years there has been a rapidly increasing demand for special purpose vehicles to meet the present day requirements of specialized and bulk transportation with facilities for speedy loading and unloading. The design of such wagons thus became a major project. The following examples give details of some of the recent and more spectacular additions to this ever increasing group :

- Wagons with two-tier loading decks to accommodate up to 8 cars have been built for the interstate transport of motor cars direct from the assembly plants. Cars can be driven on or off both top and bottom decks by means of end loading ramps.
- Wagons for cement and other bulk commodities, fitted with special unloading devices.
- Captive palletised loading—that is, the transport of the pallet along with its loading—is being used for special consignments to only a small extent at present. To meet the likely increased demand of industry, however, specially designed bogie



Another special purpose vehicle—an SC wagon equipped to carry steel-cored aluminium cable.

box wagons are being constructed with floor areas to suit pallets of standard size and extra wide doorways to accommodate fork-lift truck handling of pallet loadings.

Containers

The container system is used for door-to-door rail and road operation. With it, advantage can be taken of the ability of highway vehicles to go wherever there is road access, and the railway's ability to move full unit loads with speed and economy.

Principal types in use are closed containers with either side or end doors for general merchandise, containers for goods in grain or powder form, container tanks for carrying liquids (some of which are fitted with steam heating equipment), and insulated containers for goods requiring temperature control. They can be trans-loaded by means of fixed or mobile cranes or fork-lift trucks.

The ever-changing pattern of industry is closely watched and new types of door-to-door railroad containers are progressively being introduced.

" Flexi-van " is another container form of freight road/rail transportation which is independent of overhead cranes or other railway terminal lifting equipment. This makes use of a patented technique for separating the rear wheel assembly from a highway semi-trailer and placing the trailer, less the wheel assembly, on to a railway wagon.

The transloading can be carried out at any rail terminal or siding which has a roadway area adjacent to the line sufficient to permit the highway vehicle to manoeuvre into position.

" Piggy-back "

Another form of door-to-door rail/road service is the " piggy-back " system, in which road trailers complete with their wheels are carried on flat rail wagons. As with motor car transport wagons, end loading ramps and between-wagon gangways are used and trailers can be loaded or unloaded by traversing the full length of a train of such wagons by their own prime movers. " Piggy-back " is being used extensively in the U.S.A. where the rail loading height is as high as 16 ft. and over, for some systems.

This method cannot unfortunately be used effectively in Australia, with the sole exception of the Commonwealth Railways Transcontinental line, as the height limit of loading is only 14 ft. With rail vehicle floor height at approximately four feet, this means that road trailers higher than 10 ft. could not be accepted, whereas the allowable height as a road vehicle is 12 ft. 6 ins.

The drawbacks of special purpose vehicles compared with general purpose rolling stock are (a) increased capital cost, and (b) absence of return loading in most instances.

An ordinary 40-ton bogie enclosed van costs about £5,200. By comparsion, a vehicle to carry 8 motor cars costs £8,000 ; a 40-ton bogie hopper cement vehicle £5,400 ; and a double flexivan carrier £11,000.

Used between big industrial centres like Sydney and Melbourne, reasonably balanced loading is available for such traffic as motor cars and flexi-vans ; but vehicles constructed for bulk commodities-such as industrial liquids, cement and flour-normally have to be returned empty.

The only answer to both of these drawbacks of special purpose vehicles is quick turn-round or, expressed another way, intensive use. To achieve this end, the vehicles must be fitted with high speed bogies so that they can be run up to passenger train speeds, and, as far as practicable, they must be operated in solid block trains, from origin to destination and back again, to avoid loss of time in marshalling yards.

Provided that a quick turn-round can be achieved, these vehicles are an extremely good proposition, as their average daily return per £ invested will be quite as high as less intensively used general purpose stock, and, in addition, they enable the rail to obtain traffic that would otherwise move by other means of transport.

Higher goods train speeds

The introduction of diesel locomotives also meant higher sustained speeds for goods trains, and the old design of brass and white metal segment journal bearing, with wool pad lubrication, soon proved inadequate. Bearing failures became an excessive nuisance.

The use of roller bearings was the obvious solution for new construction, but that solved the problem for only 200 to 300 additional vehicles each year. With upwards of 22,000 existing vehicles, some years of painstaking research and development were necessary before larger journal bearings, improved lubricating pads, better dust guards, more frequent lubrication, use of lubrication additives, and closer inspection, all combined to restore the " hot box " incidence to a reasonable level.

Fortunately, the programme of fitting automatic couplers to goods wagons was completed early in the diesel era and this permitted advantage to be taken of the ability of multiple-headed diesels to haul longer and heavier trains. In some circumstances, however, draw gear is still a limiting factor, but further improvement would need to show a large economic advantage, as any draw gear improvement is useless unless applied to the 22,000 vehicles, and even an alteration costing, say, £100 per vehicle would mean an outlay in the order of £2,000,000.

The modern concept of providing special purpose vehicles for many bulk products has been extended in some cases to the provision of complete special purpose trains. These can be equipped with special bogies which permit such trains to travel at speeds above those normally applying to goods trains, but the added expense can only be justified if sufficient traffic of this nature is available.

Stainless steel tanker for bitumen is another specialized goods vehicle.

LINES FROM OTHER LINES

Wrong side of the tracks

LEADING members of American Society appeared in tattered clothing at a "Tramps Ball" held at Palm Beach, Florida. In order to make the "hobos" feel at home a length of railway line was laid on the dance floor. (*Railway Gazette*)

The non-travellers

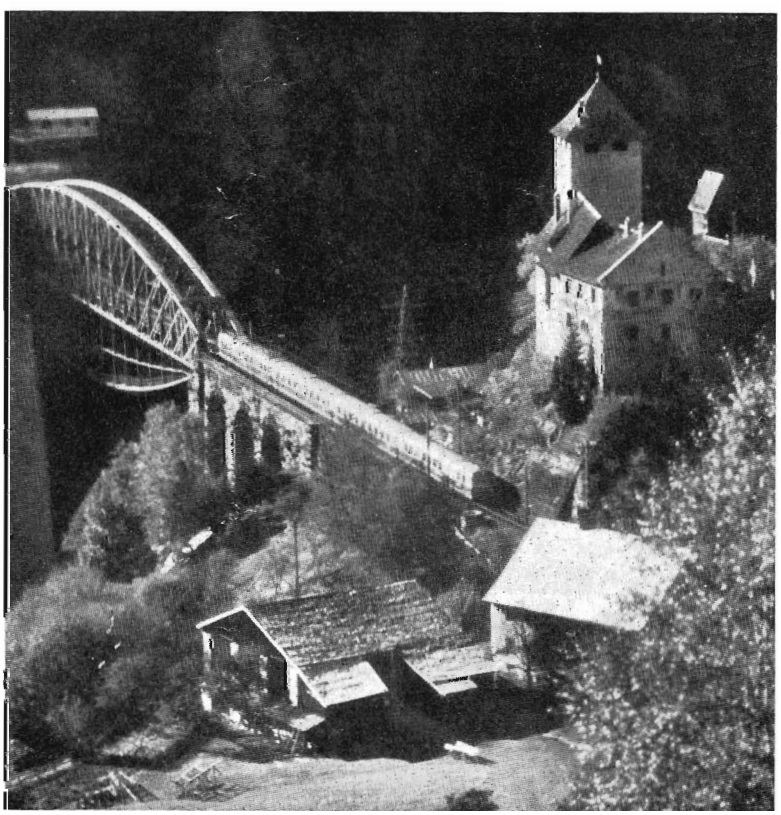
THE big headache of the airlines (in U.S.A.) said *The Toronto Daily Star* is not just the people who drive when they could fly, but the people who don't travel at all.

A survey by R. A. Peattie, Jr., Director of Marketing Research for American Airlines, showed that 16 million adults in the United States have never taken a trip 20 miles from home by any means of transportation.

"In our travel research," said Peattie "we've become experts in non-travel." He said the non-traveller is the one who might fill empty seats in the multi-million dollar jets.

A similar survey in Australia might produce interesting results.

Station platform wall at Sheffield Park, England, where old advertising signs are on display.



Looking like a toy, the *Transalpin* electric train crosses the Trisanne Bridge on the south gradient of the Arlberg in Austria. On the right is the picturesque Wiesberg castle. (*International Railway Congress Association Bulletin*)

Signs of the times

STEP on to the platform at Sheffield Park station, Sussex (England), and you can step back 70 years into the atmosphere of the nineteenth century, for on the walls are the old advertisement signs of the period. They have been erected by the members of the Bluebell Railway Preservation Society who are interested in preserving the atmosphere of the period. (*Railway Gazette*)

Two-way tank wagons

NIGERIA exports peanut oil, and imports mineral oils in large quantities. The economical transportation of these oils over the 700 miles of railway linking Port Lagos with Kano and the interior presented a problem. Congestion was being caused by the stream of tank wagons moving to and fro, empty by necessity, for obviously the same wagon could not alternately carry mineral and then edible oils.

The Nigerian Railway Corporation solved the problem by introducing large capacity dual-purpose saddle tank wagons of novel design, one tank being reserved for the mineral, and the other for the edible oils. Ten wagons were introduced on trial and proved so successful that 35 more have now been ordered.

AMONG OURSELVES . .

Sale's S.M.

CHEERFUL, smiling Mr. M. E. Larkins has been Stationmaster at Sale for the last two years. Before that, he was at one of the most northerly stations, Yarrawonga – and, although he still retains pleasant memories of the latter town's delightful climate, he always refers in glowing terms to the splendid facilities at Sale, in particular the schools. The fact that Sale is an important educational centre also contributes to local railway revenue, he points out. As an example, there were the special trains that took over 1,200 to the last combined schools' sports at Maffra.

Mr. Larkins

For relaxing, Mr. Larkins likes nothing better than a day with the rod on the Thomson or Avon rivers.

Musician

Mr. Titheridge

MUSIC has been the lifelong interest of Mr. S. Titheridge of the Accounting Office at Newport Workshops.

At present he is the conductor of the Williamstown Orchestral Society and Chairman of the Northcote Centre of the Musical Society of Victoria. He was musical director for the Williamstown Light Opera Company when they played *New Moon* and *Miss Hook of Holland*—the latter was televised. Mr. Titheridge was in the Royal Philharmonic Choir as a first bass until he joined the Navy in 1939. He served in the Pacific area until 1943.

In his younger days, he studied the violin under a teacher who also conducted what was then the V.R.I. Orchestra. During a 3 DB broadcast from Newport Workshops, about a year ago, he played the violin. Another of Mr. Titheridge's interests is photography—he is treasurer of the V.R.I. Camera Club. He has been in the Department for 30 years, all of them at Newport.

Round the world

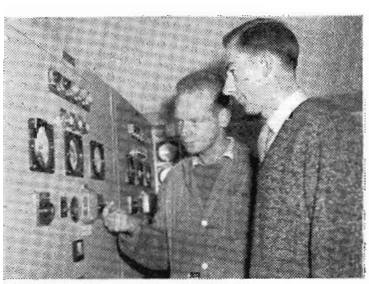
GUARDS, as well as other running staff, tot up a good annual mileage in the course of their normal duties ; but Suburban Guard E. R. Wilson boosted his travelling by 37,000 miles last year. That was the distance that he and his wife covered during a trip that took in U.S.A., Canada, Britain, Denmark, Norway, Sweden, Finland, Russia, Poland, Germany, Switzerland and France.

Leaving Australia at the end of May, they returned in November. Casting a professional eye on overseas railways, Mr. Wilson was impressed by the lack of suburban rail services in so many American cities, the vastness of New York Central station, and the lavish decoration of the Moscow underground.

Award winners

Ganger A. La Fontaine (*right, front*) with Repairers A. Kennedy, B. Cavanagh and J. K. Stevenson of No. 2 Gang at Tallangatta. They won the most improved length prize for 75 ft. rail and lighter in the Seymour district in the last annual competition. The four men have a combined Departmental service of 84 years.

Power for The Chalet



Electrical Mechanic B. Ely (*left*) and House Engineer A. Trezise examine the control panel of the new alternators at The Chalet, Mt. Buffalo. Enough power to light a small village is provided by the three alternators that are driven by one 42 h.p. and two 98 h.p diesel engines.

Briquette men

Changing over shifts at Morwell Briquette Siding, between Stationmaster W. Zanelli (right) and Assistant Stationmaster K. Meyer (left), means looking at big figures. Their daily totals of railed briquettes add up to the railways' second largest bulk traffic commodity.

English A.S.M.

ENGLISH born 25-year-old Peter Phasey is assistant stationmaster at Tallangatta.

He handles all work associated with goods and livestock and is gratified that livestock traffic is increasing.

Mr. Phasey

Mr. Phasey came first to Australia at the age of 11, returned to England a few years later, and then came back to settle in Australia six years ago. He has been at Upper Ferntree Gully, Greensborough and at Flinders Street. His main recreational interests, swimming and fishing, are well catered for in the adjacent Hume Weir.

SUPERANNUATION AMENDMENT

AN important amendment was recently made to the Superannuation Act.

As a result, a railwayman contributing for more than four units of superannuation is now entitled to elect—within three months of reaching 65 years of age—to surrender any number of the units in excess of four for which he is contributing.

If he does so, he receives a lump sum equal to the actuarial reserve of the contributions for the units surrendered and, upon retirement, a pension in respect of the number of units retained.

A factor to be taken into consideration in determining whether or not a unit or units should be surrendered is that, in some instances, by doing so, eligibility for full or part age pension is improved.

If you want to reduce your units before retiring, write, through normal channels, to the Comptroller of Accounts, Room 222, Head Office, Spencer Street.

First-aider

A prominent part has been taken in first aid work at Sale by Signalman S. Riley. He has been instructor and leader of the corps which has reached the State finals seven times in the last eight years. Mr. Riley joined the Department at Hawthorn in 1925, and for the last 23 years has been at Sale. He plays bowls with the Sale Club, indoor bowls with the local V.R.I., and took part in the last Country Bowls Week.

"Very obliging"

I have travelled on *Southern Aurora* and found the staff most satisfactory and very obliging. They can't do enough for you . . .

—Henry Oliver, 382 Lonsdale Street, Melbourne

RECENT RETIREMENTS...

TRAFFIC BRANCH
Holland, H., Melbourne Goods
Francis, O., Arden Street
Aitken, A. J., Bendigo
McLachlan, S., Clifton Hill
Armstrong, C. E. S., Geelong
Sutton, J. W., Clifton Hill
Efanow, A., Tottenham
Shearer, W. S., Edithvale
Hoare, J. F., Horsham
Greed, A. G., Stawell
Dawson, A. C., Shepparton
O'Donnell, J. A., Box Hill
Beavis, C. T., Geelong
Walsh, M. W., Ballarat

WAY AND WORKS BRANCH
Downing, W. F. C., R.F. Flinders Street
Day, M. R., D.E. Seymour
Adamson, R. L., R.F. Maryborough
Gray, E. G., R.F. Laurens Street
Richards, E., S. & T. Seymour
Trott, R. H., Laurens Street

ROLLING STOCK BRANCH
Montgomery, D. H., Ararat
Suckling, P. E., Ballarat North
Proud, H., Newport
Hockin, W. J., Newport
Edward, A. J., Newport
Terrill, R. T., Ballarat North
White, C. S., Newport
Coleman, H., Newport
Smith, B. J., Jolimont
Papworth, C. A., Newport
Jackson, A. G. L., South Dynon
Laidlaw, W. L., Shelter Shed
Fostineo, S. E., N.M. Shops
Harris, H., Ballarat North
Mimmo, N., Train Lighting Depot
Lucas, J., N.M. Shops
Williams, S. G., Newport
Hall, J., South Dynon
Nicol, A., Ballarat North
Markievitch, L. J., Newport
Smart, J., N.M. Shops
Dee, I. F. F., Newport
Lynch, T. V., E.R. Depot

ACCOUNTANCY BRANCH
Rich, W. J., Head Office

STORES BRANCH
Scrivenger, T. A., Printing Works

...AND DEATHS

TRAFFIC BRANCH
Fraser, A. W., Melbourne Goods
Vrbica, M., Ascot Vale
Krause, H. A., Seddon
Caligari, J., Head Office

WAY AND WORKS BRANCH
Whale, W. C., R.F. Caulfield
Blair, T., Spencer Street
Eriksson, A. G., R.F. Caulfield
Hoey, J., W.F. Warrnambool

ROLLING STOCK BRANCH
Kimerals, R., Ballarat North
Jovanovic, S., Newport
Amit, R. T., N.M. Shops

STORES BRANCH
Carter, D. G., Spotswood General Storehouse

RON BAGGOTT'S SPORTS PAGE

Railways v Postal cricket

THE annual match between the Railways Institute and the Australian Postal Institute was held at the South Melbourne Cricket Ground on January 21.

The V.R.I. was last successful in these matches in 1959. This year's team included many of the players at present taking part in the Interstate Competition at Adelaide.

After winning the toss and deciding to bat, the V.R.I. lost a wicket in the first over but recovered to be 9/223 at the luncheon adjournment. Top scorer was R. Dyson with 75, followed by L. Balcombe 52 and K. Carmody and J. Harris each 24.

The A.P.I. with the exception of skipper and opening bat R. Owens, who made a brilliant 49, could not cope with some hostile pace bowling by I. Robinson and R. Figgis, followed by some excellent spin bowling by E. Barnes 5/9 and D. Southam 3/15. They were dismissed for 83 runs.

Many senior officers of both Departments, including Mr. E. H. Brownbill (Chairman of Railways Commissioners), Mr. G. N. Smith (Director, Post & Telegraphs), Mr. A. C. Stockley (General President, V.R.I.) and Mr. J. S. MacGregor (Divisional President, A.P.I.) were interested spectators at the game and had lunch with the players.

Billiards and snooker

WHEN Les Williams defeated Tom Hoare in the final of the 1962 V.R.I. Snooker Championship recently it was his tenth V.R.I. title win in ten years. Les's first win was in 1953, when he captured the billiards title.

Since then he has taken off the Billiards Championship in 1954-55-58-59-60 and 62. Prior to winning this year's Snooker Championship he has been successful in this field in 1957 and 1958.

Billiards and snooker enthusiasts can note with interest that the annual tournament between the Victorian and South Australian Railways Institutes will be held in Melbourne during the week starting Monday, March 11. Last year, in Adelaide, the V.R.I. players won all three events—Teams, Single-handed Billiards and Single-handed Snooker Championships. No doubt the visiting South Australians will arrive determined not to return home empty-handed this year.

V.R.I. captain Kevin Carmody holds the bat for top scorer Robin Dyson as he removes the pads.

V.R.I. cricket

WITH one round of matches remaining for decision in the V.R.I. Cricket Association competition, a close finish seems certain between the top five teams to decide which four will play in the semi-finals. The position of the teams is as follows : Suburban Lines 20 points ; Newport 20 ; Flinders Street 19 ; Loco 18 ; Stores 17 ; Jolimont Shops 9 ; Melbourne Yard 8 ; Spotswood Shops 6 ; Codon 2.

Details of the fifth and sixth round matches are :—**Fifth Round** (rain interfered with play). Spotswood 9/195 (Lees 55, Grant 32, Lowndes 29 n.o., Wescombe 5/68,) drew with Jolimont Shops. No play second day.

Newport 1/103 declared (Stevenson 53 n.o., Heffernan 32 n.o.) and 2/51 beat Codon 36 (Hill 6/14, Heffernan 4/9). No play second day.

Suburban Lines 3/119 (Southam 54, Hill 35 n.o.) beat Flinders Street 104 (McCalman 47, Ingram 4/40). No play first day.

Stores 4/123 (Jenkins 33 n.o., Dyson 32) beat Loco 3/59 (Brazell 22 n.o., Robinson 2/18). No play first day.

Melbourne Yard—Bye.

Sixth Round. Flinders Street 1/89 declared (Cormick 54 n.o., Carmody 28 n.o.) and 0/12 beat Melbourne Yard 59 and 40 (Silk 23, Allen 6/20, McMahon 6/40, Campbell 2/17).

Stores 2/104 declared (Robinson 50, Dyson 26 n.o., Colling 2/39) beat Spotswood 32 and 112 (Duff 37, Hanley 32, Lees 27, Figgis 8/43, Robinson 6/24, Pitcher 2/20).

Loco 4/151 declared (Foss 68 n.o., Chapman 32) beat Codon 69 and 28 (Blackman 5/17, Smith 4/8, Schickerling 2/6).

Suburban Lines 141 (Hill 50, Southam 43, Wescombe 3/24, Cleary 3/38) beat Jolimont 127 (Nicholson 44, Ingram 4/38, Evans 2/26).

V.R.I. Fencing Club

THE club is organizing beginners courses at the V.R.I. Hall, Flinders Street, Melbourne, on two evenings a week and on Saturday mornings for children. Three professional masters and an honorary instructor provide tuition.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne 82—63

VICTORIAN RAILWAYS

NEWS LETTER

MARCH

VR

1963

THE MONTH'S REVIEW

First million

IN its first year of operation, the standard gauge line carried 940,000 tons of goods, the millionth ton, it is estimated, was carried early in February. Due to the way business on the line is improving, it can confidently be expected that it will take less than twelve months to carry the next million tons.

600 miles daily

WAGONS on the new overnight freight train service, to and from Sydney, on the standard gauge line are averaging a mileage of 600 a day—an excellent utilization figure. The new service, which began on January 29, runs Mondays to Fridays, in each direction. The bulk of the loading, at present, consists of Flexi-Vans and, ultimately, they will comprise the entire loading. Due to the rapidity with which they can be transferred from road to rail, Flexi-Vans are accepted up to half an hour before departure time.

More money for works

FOLLOWING the allocation of additional loan money, new works (costing £307,000 and employing over 300 men) will be started about the middle of this month.

To be completed by June 30, the works will cover :

- a new suburban station between Reservoir and Keon Park ;
- installation of boom barriers and associated road works at Madden Grove, between Burnley and Heyington stations ;
- extension of siding facilities at Broadmeadows and Geelong ;
- relaying or re-conditioning of tracks.

Work will also start immediately on two single line duplications that it had been proposed to begin later this year—

- 2½ miles from Laverton towards Melbourne ;
- 3¼ miles from Eastmalvern to Mt. Waverley. This work involved earthworks and alteration to a number of rail-over-road bridges.

Work already begun on the reconstruction of platforms in the Melbourne Grain Shed will be accelerated.

The additional loan money will be very welcome, as the Department has many plans to improve services and facilities, but a shortage of money had restricted the works programme in recent years.

New station

MELBOURNE'S newest railway station, between Reservoir and Keonpark, will be called Ruthven—after Major William Ruthven, V.C., who was, until recently, M.L.A. for Reservoir. The name was suggested by the Preston City Council.

Ruthven will serve a rapidly expanding residential and light industrial district.

It will be located about three-quarters-of-a-mile on the Keonpark side of Reservoir, between Glasgow Avenue and Broadhurst Avenue. Residential development in recent years has been most noticeable in the areas around Keonpark, Thomastown and Lalor.

Late in 1959 the electrified train service was extended three-quarters-of-a-mile from Thomastown to Lalor.

With love and a kiss

A correspondent relates that a recent consignment note showed material sent to a Mr. Love. The very next entry was for goods consigned to a Mr. Kiss. This must be the first time that the Department has ever had love and a kiss on the same consignment note.

Reached Common Market

THE news that some of the blind boys at Burwood R.V.I.B. school have formed a school railway club (*News Letter, August* '62) has become of international interest, as the *News Letter* article has been reprinted in *La Vie du Rail* —the colourful French railways magazine.

New Y shunters

TWENTY-FIVE diesel-electric shunting locomotives of 660 h.p. are to be built to replace 36 over-age steam locomotives.

Each locomotive will cost £36,740, but substantial savings will have been achieved by the Department supplying power bogies obtained from swing door suburban electric trains that are being replaced by new *Harris Trains*.

The bogies would normally have been scrapped but at the lower shunting speeds they will still have a useful life.

Delivery of the first locomotive will be in August, and the rest will follow at the rate of one a week.

The new locomotives will take over the designation of "Y" class from steam, only one Y class steam now being left. It will have gone by the time the first new diesel-electric shunter arrives.

Worth quoting

THE proposal by a section of road transport operators to have road tax replaced by a fuel tax appears to be merely a new attempt to raise petrol tax generally . . . . .

The secretary of the Geelong branch of the Tip-truck Operators' Association, Mr. M. C. Bird, has attacked the present system of road tax on the grounds that it is ineffective, unenforceable, uneconomical, burdensome, selective and unjust, and he claims that the introduction of a fuel tax would spread the burden over the whole road-using community.

The road tax may be just as undesirable as Mr. Bird claims, but, if the plan for the payment of a fuel tax includes private motorists, as it appears to do, it will meet with a loud outcry from that sorely tried section of the community. Victorian motorists are well aware that they already pay much more in fuel and other taxes than they receive back in the form of roads and services. They feel, too, that those who cause considerable deterioration to roads in the course of making a living should be required to pay some form of tax in addition to that levied upon fuel.

All the shortcomings of which Mr. Bird accuses the road tax seem capable of being remedied on the administrative side, and an attack should be made at this point before any further impositions upon motorisit generally are even contemplated. (*extract from a Geelong "Advertiser" editorial,* 11.2.63. See article on opposite page.)

FRONT COVER

Inaugurating another V.R. technical advance, the Minister of Transport, Mr. E. R. Meagher (*right*)—watched by the Chairman of Commissioners, Mr. E. H. Brownbill—presses buttons on a control panel in Head Office to bring the new system of Centralized Traffic Control into operation. Pressing the buttons caused points and signals to change at Violet Town—105 miles away—and allowed *Intercapital Daylight* to continue on its way to Sydney.

GET OFF OUR BACKS

should be the retort of railwaymen who are motorists, to a recent proposal by long distance road transport interests, says Mr. J. L. Hawkins, Commissioners' Representative, Transport Regulation. The owners of private cars, he maintains, already pay more than their fair share of road costs and, in this article, Mr. Hawkins explains to fellow railway motorists how they would pay even more if the transport operators had their way

Mr. Hawkins

There has recently been some agitation by these road interests for abolition of the road maintenance tax that is paid only by vehicles of 4 tons (or more) carrying capacity, and to replace it by an additional tax on petrol, which, of course, would be paid by *all* road users. This, they say, would be an equitable way to produce increased revenue for road works.

At first glance, this may seem a reasonable proposal ; but a closer inspection shows that it has many disavantages from the private motorist's point of view.

First, it should be noted that fuel taxes do not produce a fair distribution of taxation between light and heavy vehicles, as can be seen from the following example :

- for each gallon of fuel used, a 2-ton car, giving 15 miles to the gallon, gains 30 ton-miles of road use ;
- on the other hand, a loaded semi-trailer with a gross weight of 24 tons, and giving 5 miles to the gallon, gains 120 ton-miles of road use per gallon of fuel used.

This is four times as much road usage as the car, for the same amount of petrol tax.

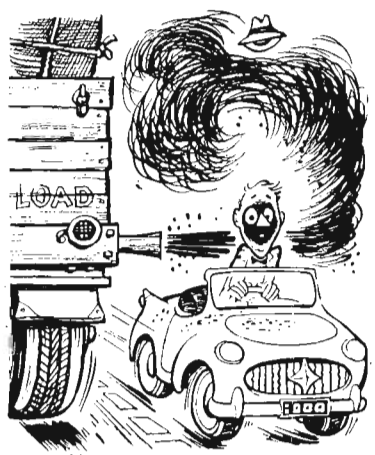
What should they pay ?

Let us see what tax should justly be paid by heavy motor vehicles for their use of the roads.

It has been estimated by the Country Roads Board that heavy vehicles—that is, those over three tons carrying capacity—are responsible for 62%, or just over three-fifths, of all Victorian road expenditure.

The total expenditure both for construction and maintenance of Victorian roads in 1960–61 was £41.4 million.

However, the community as a whole, and landowners in particular, derive benefit from the road system; and, to the extent of that benefit, road costs should not be a direct



charge against the road-user. Any attempt to measure that benefit must be somewhat arbitrary, but it follows that the whole of the cost of *maintaining* roads should be borne by the user because he is the direct cause of the cost. It also follows that, as the main beneficiary of the road system, the user should also bear a substantial part of construction costs.

In 1960–61, the community contributed £9.4 million to road construction costs, in the form of municipal rates and loan funds. If this amount is regarded as a fair measure of the benefit obtained by the community, and is deducted from the total expenditure of £41.4 million, there remains an amount of £32 million that should be recovered from private and commercial motorists as their proper share of road costs.

Of this, 62%—about £20 million—should be obtained from the owners of heavy vehicles over three tons carrying capacity. (As mentioned above, it has been estimated that this class of vehicle is responsible for 62% of road expenditure).

How much do they pay ?

The total contribution by large commercial vehicles to Victoria's road costs, in 1960–61, amounted to £7.5 million. It was made up as follows :

	£
Excise on fuel	2,925,000
Registration fees	1,905,000
Road maintenance ton-mile tax	2,250,000
License and permit fees	478,000
	7,558,000

The above figures have been generously assessed. It could well be maintained that the contribution was less.

Even so, the figure is only a little more than *one-third* of the estimated £20 million of road expenditure for which these heavy vehicles were responsible.

To the extent of the remaining £12,442,000, the operators of heavy road vehicles are being subsidised by private car owners and the community as a whole.

The new proposals

Long distance road interests now have asked for road maintenance tax to be abolished ; and replaced by an increase of 3d. a gallon in petrol tax.

If this should be done, it has been estimated that the additional tax would produce £5.7 million annually. Approximately £5 million of this would come from the pockets of private motorists and other small-vehicle owners.

It will thus be seen that under the proposal, heavy road vehicle owners would pay less than £1 million in additional petrol taxation and they would be relieved of their present road maintenance charges amounting to £2.25 million annually—this, despite the fact that they are already heavily subsidised.

Any proposal to obtain additional revenue for road works should, in fairness, be designed to collect an amount from each class of road user proportionate to the use he obtains from the road.

PROBLEMS OF RAIL TRANSPORT

Concluding the address given to the 75th Anniversary Congress of the Australian and New Zealand Association for the Advancement of Science, by Mr. G. F. Brown, Deputy Chairman of Commissioners.

THE previous parts of Mr. Brown's address were published in the January and February issues of *News Letter*. In this, the concluding instalment, he discusses further problems arising from higher train speeds, and forecasts future developments.

Braking problems

Higher speeds for goods trains introduce braking problems. However, as the general practice is to design for the maximum braking effort possible without skidding when vehicles are empty, the brake thus has a proportionately reduced effect when the vehicles are loaded.

To maintain safety within existing signalling, it is necessary to provide a brake capable of stopping a train of loaded goods vehicles travelling at 45 m.p.h. in about the distance required to stop a passenger train from 70 m.p.h.

When the speed of goods trains is increased beyond 45 m.p.h. then braking, when the vehicles are loaded, must also be improved.

This is achieved by means of a manually operated device that increases the brake force of the loaded vehicle by raising the brake cylinder pressure.

Axle testing

Higher sustained speeds of goods wagons have meant higher annual mileage and increased the possibility of axle failures by fatigue.

To detect such defects the ultrasonic flaw detector has been introduced and all axles are now tested in this manner at regular periods.

Approximately 80,000 axles have been tested in Victoria, and, of these, 360 defective ones have been withdrawn from service. As most of these defects could not have been detected with normal inspections, ultrasonic testing has proved of very considerable value in preventing service failures and costly derailments. The prevention of only one major derailment could well save the whole cost of supersonic axle testing for a year.

Wheel truing machine

An important necessity with economic transportation is the ability to maintain high availability of motive power and rolling stock, and much valuable equipment is installed to achieve this result.

One noteworthy item of such equipment is the underfloor wheel truing machine which in recent years has been installed at servicing depots by some railway systems.

Primarily this equipment provides for the truing-up of wheel contours of diesel locomotives during depot stand-by time without removing the wheels from the locomotives or forwarding them to workshops for re-profiling in the conventional manner.

A machine of this nature costs about £60,000 installed, but this cost can be economically justified by the improved availability obtained with a fleet of 100 diesel locomotives.

Track maintenance

In the earlier days of railways, both construction and maintenance were done as a heavy labouring job. At the present time, most of the heavy work has been eliminated and the job is being carried out by the use of power tools.

Our major relaying in country areas is now done by mechanized relaying gangs.

Each gang consists of up to 89 men and the value of the equipment per gang is approximately £90,000.

The gangs have been set up as a production line. In a factory, the material goes from machine to machine as it passes along the production line. In mechanized relaying, the machines move in order along the track, each having a particular job to do. At the head of the work is old track. After the gang has passed there is a completely reconditioned track.

In all, the quality of the work has improved ; the hard manual work considerably reduced; the output increased; and the cost per mile lowered.

Many of the tools used for relaying have a use in construction of new trackwork, and a number—such as spiking hammers, mechanical wrenches, spot air compressors, saws and drills—were used in the construction of the new standard gauge railway.

Maintenance work consists mainly of renewal of sleepers, keeping a good level and lining the track.

Up to the present, a complete changeover of maintenance procedures from hand methods to a mechanized organisation has not taken place in Victoria, but we have organized in the north-eastern district a small gang to operate a sleeper renewal machine which was manufactured in South Australia.

A mechanical maintenance system is already working proficiently in New South Wales and this has, on many occasions, been favourably commented on in magazines both in Australia and overseas.

Riding of passenger cars

Comment is often made, by people returning from overseas, about the very good riding qualities of passenger cars, particularly in Japan and Western Europe, and the question is asked why the same results cannot be achieved elsewhere.

Once again, this is primarily an economic problem. The two factors which affect the riding of passenger cars are, of course, the track and the car bogies.

While modern mechanized relaying and maintenance practices have done a great deal towards the economical renewal and repair of tracks, a perfect line and top can be obtained, and maintained, only at the expense of constant detailed attention by the ganger and his staff. This is a relatively simple matter in a country such as Japan with its low labour costs ; but, in Australia, such perfection is a luxury we cannot afford, particularly when it is borne in mind that the difference between an 80% track and 100% track will cost far more than an addition of 20% to man-hours expended.

The conclusion reached, therefore, is that in Australia we must continue to rely more on the bogie than the track to ensure a smooth ride. This problem can be briefly stated by saying that practically every bogie will ride well on a first class track but very few will ride well on a poor track.

Unsolved problems

However, there is no easy answer to the need for improvement in riding qualities of the bogie so that it can cope with poor track conditions; as, after over 100 years, the basic theory of bogie design is still not fully understood and the mathematical problems of the combinations of the various movements have still to be solved.

Moreover, for over 100 years, throughout the railway systems of the world, each Chief Mechanical Engineer has had the ambition to design the perfect bogie. Hundreds of designs from the simple to the extremely complex have been placed in service, practically all capable of riding well on good track, but most riding badly on bad track and deteriorating even further as wear in the component parts occurred.

The British Railways, since nationalisation in 1948, have been studying the problem and have only recently stated their policy, laying down certain fundamental points of design which will give a good riding bogie.

They have decided to use an American design for certain applications, where clearance is not a limiting factor, and have evolved their own type for all other applications.

There is no doubt that, having regard to our small number of high-speed trains relative to a high mileage of track, the proper policy in Australia is to devote our funds more to the improvement of bogies than to the perfection of tracks.

Future prospects

When one considers the future of locomotives, it is apparent that to move heavier trains faster, and retain our economic outlook, a rise in h.p. per axle of the locomotive is essential. This can be achieved by various methods :

(a) electrification whereby 600 h.p. is obtainable from a single axle on a 94 lb. rail ;

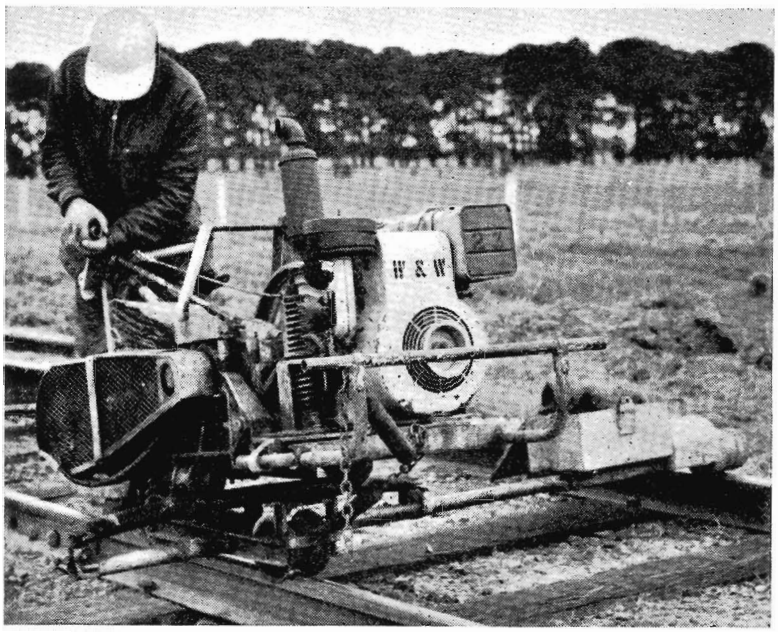
(b) by increasing the h.p. output of the conventional diesel engine in the low and medium speed range ;

(c) by using diesel locomotives with either electric or hydraulic drive and fitted with multiple high speed engines.

For (b) the h.p. per cylinder of a diesel engine is limited because the mean effective pressure in the cylinder is already at the metallurgical limits and the pressure per square inch of projected bearing surface is at the permissible limitations.

For (c) the use of diesel locomotives with multiple high speed engines provides the answer, but only at the expense of locomotive availability which is a most important factor in railway operation.

Testing an axle with an ultrasonic flaw detector. Such testing has proved of considerable value in preventing service failures and costly derailments.



Major relaying in country areas is now done by mechanized relaying gangs. Mechanization has improved the quality of the work; considerably reduced hard manual labour; and increased output. Among the machines used is the mechanical track wrench (above) for removing, replacing, and tightening fishbolt nuts.

The trend in overseas locomotive design is to increase the h.p. of the locomotive to avoid double heading. German-manufactured locomotives of 4,000 h.p. are already under test in the U.S.A. and British Railways are currently testing locomotives of 3,600 h.p.

The economics of a single high h.p. locomotive are obvious when we see *Southern Aurora* and *Spirit of Progress*, each double headed, and each locomotive worth £100,000, for a totoal horse power of 3,600.

If one locomotive of sufficient h.p. was available, one could expect at least a saving of 50% in initial costs.

The engineer is, therefore, asked to provide a locomotive of the diesel-electric or diesel-hydraulic type that has a h.p. output per axle equivalent to an electric and costs no more than £125,000-£150,000.

I have already discussed gas turbine and atomic powered locomotives and given the reason why I do not see a future for those types of locomotive in this country.

Suburban transport

In the metropolitan transport sphere, one of our more pressing problems is the continued growth of population in outer suburbs, with a consequent increase in the length of the average suburban journey.

In Melbourne, the average suburban journey increased from 5.99 miles in 1926/27 to 8.81 miles in 1960/61. As a result, although the total number of suburban passengers carried in the latter year was some 15 million less than in 1926/27, the work performed, measured in passenger-miles, increased by approximately one-third.

This increase in journey length poses a problem in regard to seating capacity. While no metropolitan transport system can hope to provide seats for every passenger at peak periods, we feel that it is not reasonable to ask passengers to stand for longer than about 20 minutes. Allowing for long-distance trains running express for portion of their journeys, this means that we must try and legislate for all passengers to be seated beyond an 8 to 10 mile radius from the city.

In endeavouring to achieve this aim we have three factors to play with—the number of trains, the number of cars on each train, and the capacity of each car. Perhaps the most promising of these is the third, whereby we can raise the seating capacity of each train by the use of double decked cars, without the many problems of station length and signalling sections associated with an increase in train lengths.

The administration requires a suburban train that is less costly to build, is lighter (to reduce power charges),and can seat more passengers.

Country passengers

The tendency that has persisted since the war with country passenger traffic is one of a steady overall decline, with marked peaks at times of school or public holidays and, to a lesser extent, at week-ends. As a result, for most of the time our country trains are running well below the capacity of the modern diesel or electric locomotives that are hauling them, and the pattern most likely to increase in the future is the use of smaller self-propelled units for base-load traffic, with a stand-by stock of locomotive-hauled cars for busier periods.

One advantage is that at the busiest holiday times there is a decline of goods traffic, thus releasing locomotives for use on passenger trains.

Goods traffic

For goods traffic, in future, we can expect to see the steady decline in numbers and importance of the general purpose four-wheeled open wagon in favour of covered bogie vehicles with modern refinements such as long travel draft gear, improved springing, heavy floors to permit palletized loading, and holding down devices to prevent loads from shifting. There will also certainly be further developments in the direction of construction of special vehicles tailored to meet the needs of particular classes of traffic, especially commodities (both liquid and solid) handled in bulk.

To permit goods trains to operate at the higher speeds of which these vehicles will be capable, the use of modern colour-light automatic signalling systems, with centralized traffic control where economically justified, will have to be extended.

With better rolling stock and higher speeds, improved marshalling facilities will be necessary so that the time gained on the track is not lost in the yards: and major terminals will have to be equipped with a wide variety of mechanical handling devices to ensure that goods pass through in the minimum time at the minimum cost.

Gauge standardization

No discussion of railway problems would be complete without reference to gauge standardization—a subject which perfectly illustrates the close inter-relation of engineering and economics.

On the engineering side, I can safely state that no practicable device has yet been evolved which will allow a vehicle to operate safely on tracks of differing gauges. The only satisfactory engineering solution to the through operation of vehicles on tracks of differing gauges is the changing of wheels and axles at the

break-of-gauge point. This expedient, in turn, is limited for practical purposes to bogie goods rolling stock.

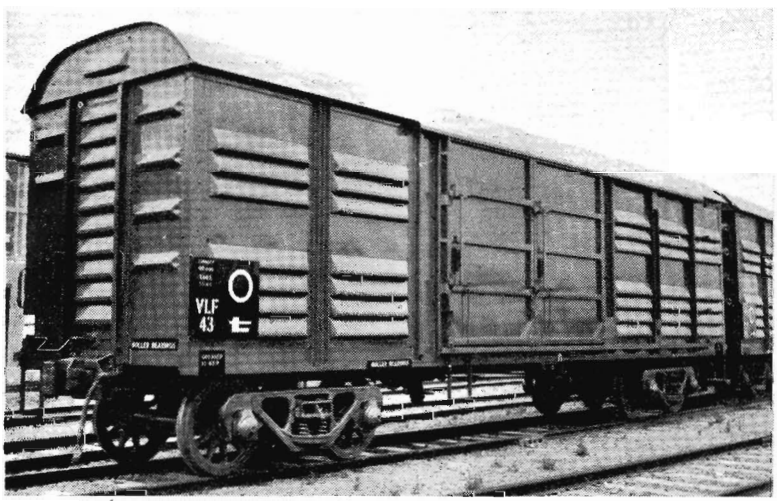
The two practicable engineering solutions to the break-of-gauge problem are, therefore, gauge standardization and bogie changing. In order to determine the circumstances in which either solution should be employed, we must look to the economic factor. (This is a subject, of course, in which economics could be overridden by considerations of defence strategy and by politics, but I do not propose to introduce this factor.)

The proper solution for any particular break-of-gauge point will be determined basically by the volume of traffic flowing through that point, with the qualification that allowance must be made for whatever additional traffic can be induced to flow by providing gauge standardization.

In Australia, there is no doubt that economics favour the provision of a common, even if not standard gauge between adjoining capital cities, and this facility is also essential if the railways are to be able to compete effectively for passenger traffic. This object has now been achieved for the four eastern capitals, and the provision of a common gauge between Adelaide and Perth within 10 years appears to be a distinct possibility.

When it comes to traffic over longer distances such as Sydney—Adelaide, however, the picture is quite different. So far as passengers are concerned, a stopover in each intermediate capital city has always been an accepted feature of long-distance rail travel in Australia, even where no break-of-gauge is involved. Passengers to whom time is more important than cost will not be travelling these long distances by rail in any case, and it is probable that inter-system passenger services will continue to be operated as separate trips between adjoining capitals whereby far the greater part of the traffic is to be found.

For goods traffic, the greatest movement between States not linked by a common gauge is between New South Wales and South Australia. In 1960/61, the total quantity of traffic that moved in both directions across Victoria, en route between these two States, was 173,000 tons, all of which, even with the extension of standard gauge to Melbourne, must be transferred at some point during its journey.



The future should see a steady decline in numbers and importance of the general purpose, four-wheeled open wagon in favour of covered bogie vehicles such as this VLF wagon with its ride control bogies, roller bearings, and heavy flooring to take fork-lift loads.

Bogie changing costs

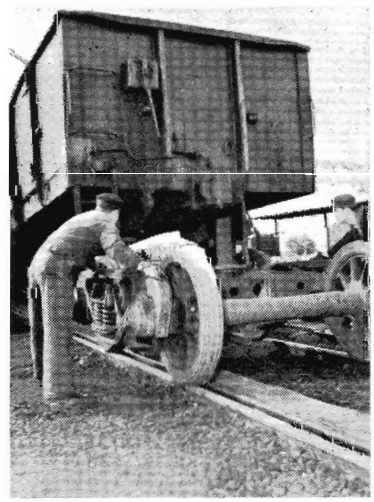
Using bogie changing procedures, most of this traffic can be transferred for approximately 5/– per ton, and even after allowance has been made for a proportion of the traffic not being amenable to bogie changing, the average cost would not exceed about 7/6d. per ton, or £65,000 for the traffic that moved in 1960/61.

Construction of a standard gauge line from Melbourne to Adelaide to avoid this transfer, on the other hand, could hardly cost less than £40 million, on which the annual charges alone would be £2,000,000, let alone maintenance of the extra mileage of track. This could not really be regarded as an economic proposition, and it would be difficult to visualize sufficient traffic moving between New South Wales and South Australia, to make it an economic proposition for many years.

So far, bogie changing is being carried out only in Melbourne, with improvised facilities, and is limited to certain classes of Victorian vehicles. Investigations are in course, however, with a view to bringing the system into general operation at other break-of-gauge points, and extending it to selected classes of vehicles operated by all standard and broad gauge systems.

At the same time, a properly planned bogie changing centre is being built in the Dynon area. It could become the model for installations elsewhere.

I do not for a moment wish to convey any impression that bogie changing would have been an effective answer to the break-of-gauge problem between Sydney and Melbourne. The very heavy volume of traffic on this route, and the necessity for fast uninterrupted transit in order to compete effectively with road transport, made construction of a through standard gauge link between these two capitals essential. However, for traffic between New South Wales and South Australia and beyond, and between New South Wales and Victorian stations not served by standard gauge, bogie changing appears to have a very important future.



Bogie changing at Dynon where a new centre is being built for this work. It could become the model for installations elsewhere.

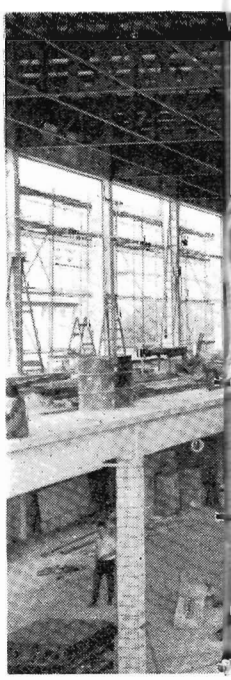
The first year's operation of the standard gauge goods service between Sydney and Melbourne has been an unqualified success; and the heavy bookings on *Southern Aurora* and *Spirit of Progress*, since their inception, have proved the satisfaction of the public with those new services.

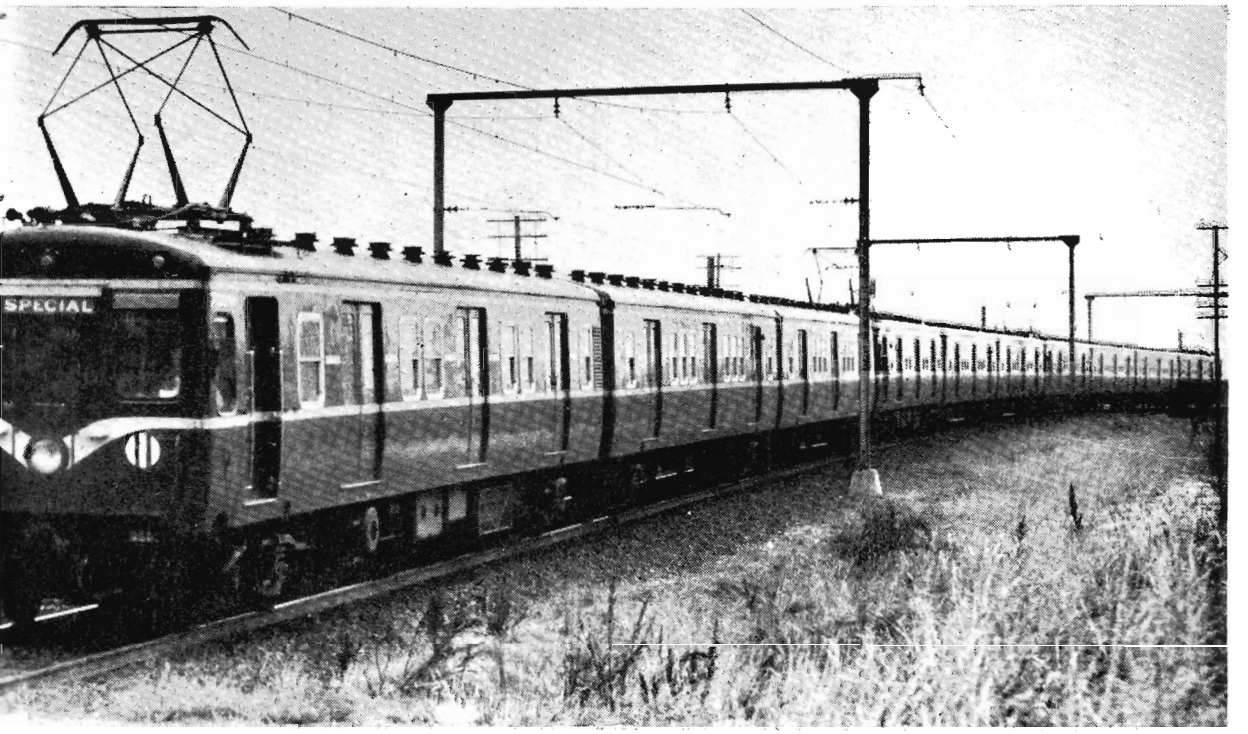
Much credit must be given to the Wentworth Committee for the achievement of this standard gauge line.

C.T.C. OPENING : After inaugurating the Centralized Traffic Control system, the Minister of Transport, Mr. E. R. Meagher (*left*) was shown over the system's *electronic brain* by Mr. F. Stewart, (a director of McKenzie and Holland (Australia) Pty. Ltd.), and Messrs. E. H. Brownbill (Chairman of Commissioners), E. P. Rogan (Commissioner) and G. F. Brown (Deputy Chairman, *right*).

AROU

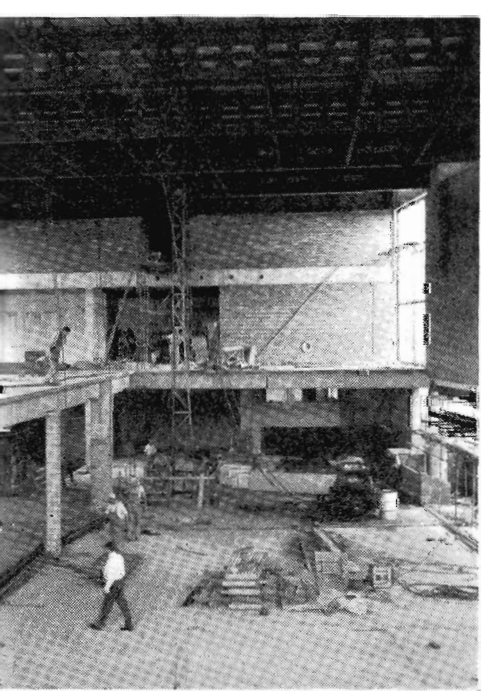
PRESS AND TV cover C.T.C. opening. In the excellent presentation during news sessions, TV viewers saw the buttons pressed at Head Office and then the points and signals changing at Violet Town, thus enabling *Intercapital Daylight* to continue on its way. The latter part of the film was shot by railway photographers some time before the actual opening and supplied to TV stations to combine with their films of the button pressing at Head Office.

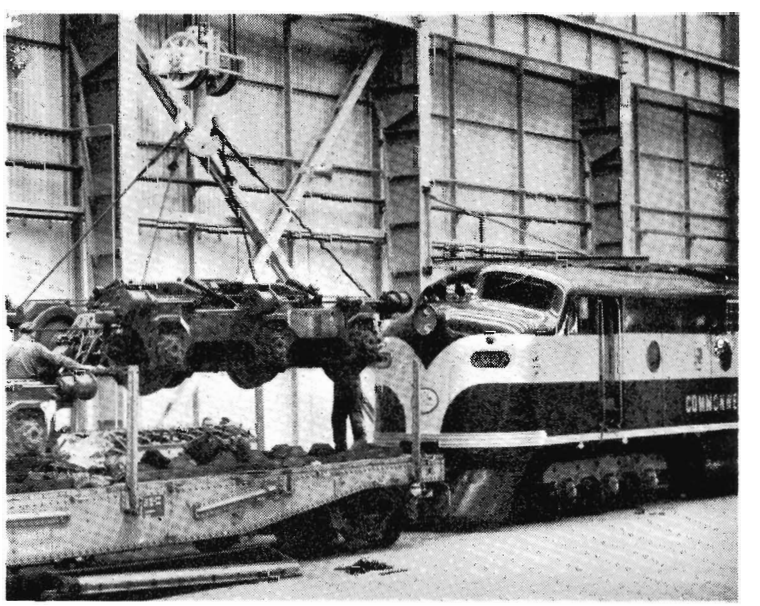




TEST : This 10-car *Harris Train* made a test trip from Melbourne to Traralgon, last month, to check running schedules so that suburban electric trains could be used on that section to bring school children to Melbourne during the Royal Tour.

D THE SYSTEM





EN ROUTE to Port Augusta for delivery to the Commonwealth Railways, this diesel-electric locomotive has its 4′ 8½″ power bogies changed for temporary 5′ 3″ bogies at South Dynon Loco. Depot.

PROGRESS AT SPENCER STREET : Work on the new station is at an advanced stage. Photo. shows the main concourse, looking south. Supporting the roof can be seen a comparatively new type of steel beam—the castellated beam—which has increased depth and rigidity.

Mr. Brownbill

CHAIRMAN TO GO ABROAD

MR. E. H. BROWNBILL, Chairman of Commissioners, will leave in May on a three months survey of the latest railway developments in Japan, India, Russia, the United Kingdom, Europe, Canada and the United States.

Mr. Brownbill will be primarily concerned with general railway operations and metropolitan transport co-ordination.

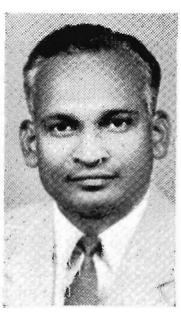
For some years, the Department has followed the practice of sending its executives overseas to keep up with the very latest developments in railway techniques and management generally. Last year, Messrs. F. X. Martin and E. McGregor of the Rolling Stock Branch visited Germany and U.S.A. on a survey of locomotive operation and maintenance. In 1959, four officers went abroad : Messrs. A. C. Brown, (Assistant Chief Traffic Manager) and H. V. Chapman (Rolling Stock Engineer) to study rail/road goods transport ; Mr. L. A. Reynolds (Chief Civil Engineer)—mechanized track maintenance ; and Mr. L. C. Rolls (engineer, Rolling Stock Branch)—the operation of diesel-hydraulic and diesel-electric locomotives. In 1957 Messrs. E. D. Connor (Engineer of Tests) and S. F. Keane (Superintendent of Loco. Maintenance) went overseas to study developments in their respective fields. And so on, through the years, the list extends.

This policy of keeping in touch with the world's most modern methods of railway operation has paid handsome dividends to the Department. For example : in 1935, the V.R. put into running the first air-conditioned carriage (36 AE) in the British Commonwealth ; and two years later, *Spirit of Progress*, the Commonwealth's first all steel, air-conditioned train went into service. In the manufacturing field, the Department pioneered the use of are welding in wagon construction.

LONG RAIL JOURNEY

"RAIL travel has a charm of its own" says Dr. B. S. N. Murti, Director of the Government of India Tourist Office in Melbourne. And on this, as well as many other subjects, the charming and scholarly Director can certainly speak with authority. Few travellers can have made as long a rail journey as he did, a few years ago.

It was in Vietnam, after the completion of his official duties as Deputy Secretary-General of the International Commission there, that he decided to return to India by a leisurely rail tour of China and Europe. Accordingly, he took the train from Hanoi in North Vietnam to Peking, and then the Trans-Siberian from there to Moscow. He continued his journey by rail through Poland, Germany, Paris and thence to London. As stop-overs were made in China, Russia and other countries, the total trip took about six months. At one point, where there was a break of gauge, bogies were changed under the passenger car, just as, in Victoria, they are changed under goods vehicles. The fare from Peking to Moscow, was £98 stg. plus the cost of meals.



Dr. Murti

Dr. Murti who made the long trip to gain first hand knowledge of the countries en route, maintains that it was well worth his while to have done so.

"You could not have seen so much, any other way", he added.

OVERSEAS FOR UNDERGROUND

IF Melbourne is to gain the maximum return from the investment involved in its Underground Railway, it is essential that the Department should have the benefit of the widest possible survey of overseas developments in the field of station design and layout.

Mr. Miller

As each of the four underground stations in Melbourne will be handling trains serving practically the whole of the suburban network, the importance of the part that will be played by proper attention to passenger flow, in and around these stations, in relation to the sucess of the whole scheme, can hardly be over-emphasized.

Accordingly, the Chief Engineer for Railway Construction, Mr. R. S. Miller, accompanied by the Department's Senior Architect, Mr. D. B. Cook, will leave in May for a survey of the world's major underground systems.

Mr. Cook

Some of the principal systems that will be inspected are: Japan —Tokyo, Osaka, Nagoya; Canada—Toronto, Montreal (proposed); U.S.A. —New York, Chicago, Cleveland; United Kingdom—London; Europe—Paris, Moscow, Milan, Stockholm.

The officers will be abroad for about four months.

MAKING HISTORY

SINCE the beginning of the year, printing of our history—*V.R. to* '62—has been going on steadily at the Department's Printing Works at North Melbourne. On present indications, it will be completed about the beginning of June.

Although not the biggest job to be done by the V.R. Printery—the General Appendix is bigger—it is easily the most ambitious one, when the number of colours and the quality of work is considered.

Six thousand copies will be printed, of 320 pages each, with a trimmed page size of 9½″ by 7″. Well illustrated, some of the pictures will be in full colour.

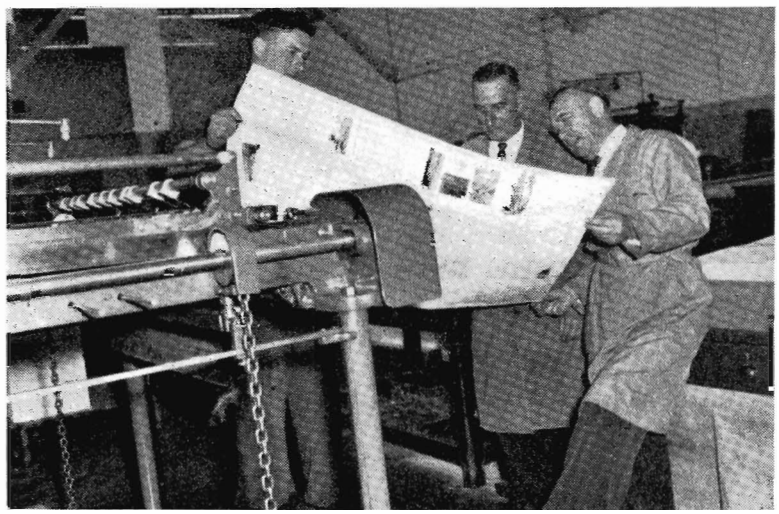
The paper being used was made at the Ballarat Paper Mills, each sheet measuring 30″ by 40″. Total quantity for the job weighs 4½ tons, together with almost half a ton of strawboard for the covers.

Although it was originally planned to use plastic coated cloth to cover the strawboard, it seems that a far superior plastic sheeting, only recently developed, will be used—if problems encountered with gold lettering can be overcome. Eight hundred yards of the material will be needed.

Each 30″ by 40″ sheet of paper is printed on both sides, each side taking 16 pages of the book. It is then cut in half, which gives two copies, each of 16 pages.

Careful and expert planning is needed to position the type for the 16 pages on each of these large sheets, so that the margins etc., will be correct.

To save time, printing of the centre sections of the book was started first, as work on the index and front sections had not been completed.

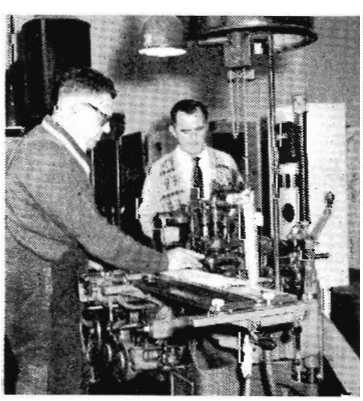


The first sheet of the history to come off the press is critically examined by Foreman C. Jensen (*right*), **Sub-Foreman Machinist G. Clements and Machinist A. McCurdy** (*left*).

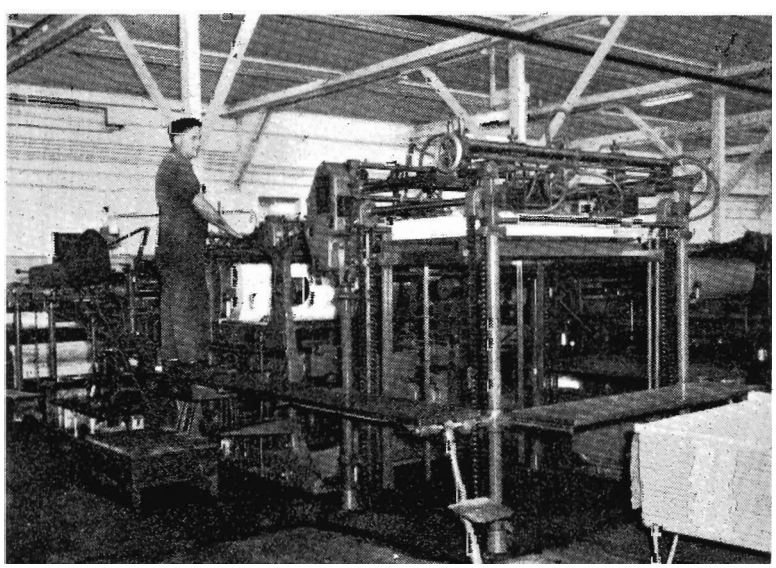
The index will have about 1500 entries ; and a last minute decision was made to include a list—running into about five pages—showing the date every line was opened or closed. This will enhance tremendously the reference value of *V.R. to '62.*

Among the most interesting illustrations in the book is that used for the *end papers*. It is an architect's drawing of the Head Office at the time it was built, in 1893. Nearly 14 inches wide, when reproduced, it gives us a peep into those unhurried times of 70 years ago. It shows several frock-coated gentlemen, complete with walking sticks and top hats, leisurely strolling through the portals of the building—obviously they had no time clocks to punch in those happy days. The traffic in Spencer Street consists mainly of two cable trams, a couple of hansom cabs and four-wheelers. Across this maelstrom saunters a crinolined lady and her little daughter . . . . .

The scene is somewhat different today.

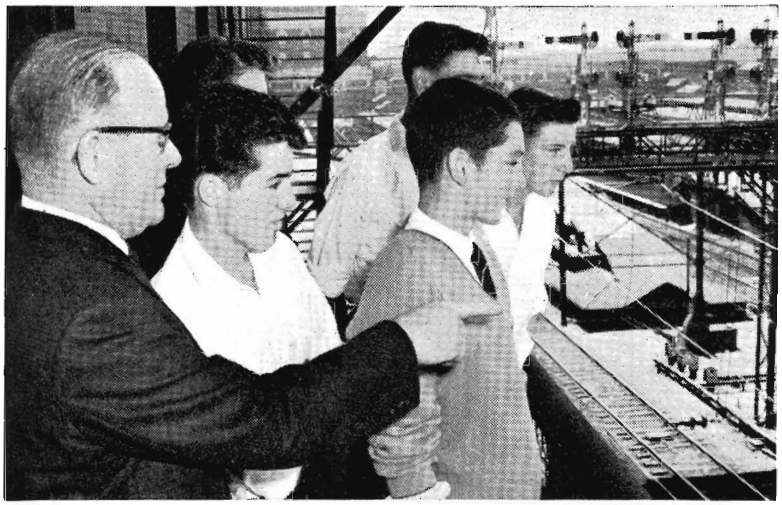


In the Monotype Room, where type for the history is being set, Monotype Mechanic-in-Charge R. Hugo (*left*) **makes an adjustment to the machine for Leading Hand Monotype Operator J. Frazer.**



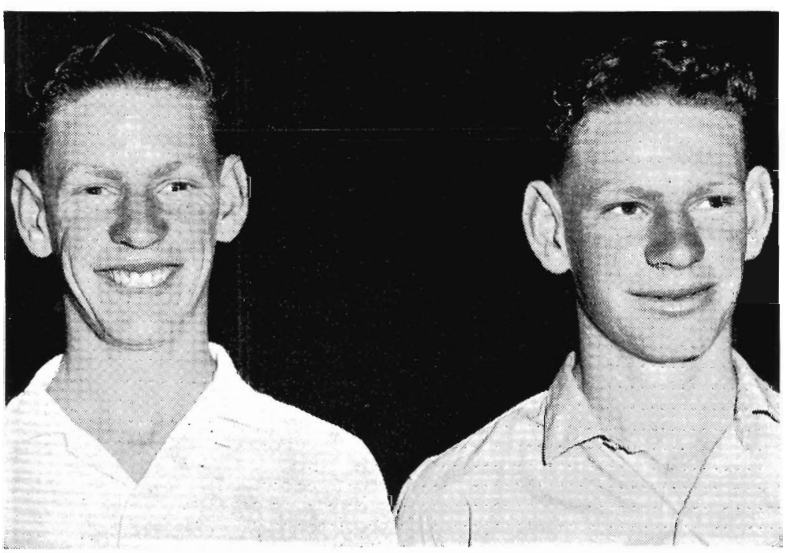
Sheets of the history are being printed on this modern machine at the rate of 2,000 an hour.

WELCOMED TO FAMILY



Staff Board Chairman Mr. C. S. Morris pointed out features of Flinders Street Station to this group of Mildura district apprentices.

(*Below*) Fifteen-year-old twins Ray and Ron Cooney, of Broadmeadows, who will both train as tinsmiths.



ONE hundred and sixty lads started their Departmental careers recently and became members of a "family" of 1,000 railway apprentices.

The V.R.I. Ballroom, Melbourne, was the location for the annual intake of apprentices who will each complete five years training in one of 17 different trade courses.

The simple, yet impressive welcoming ceremony will undoubtedly remain long in the memory of the lads, especially as they were brought together in such a large group for probably the only time in their railway career.

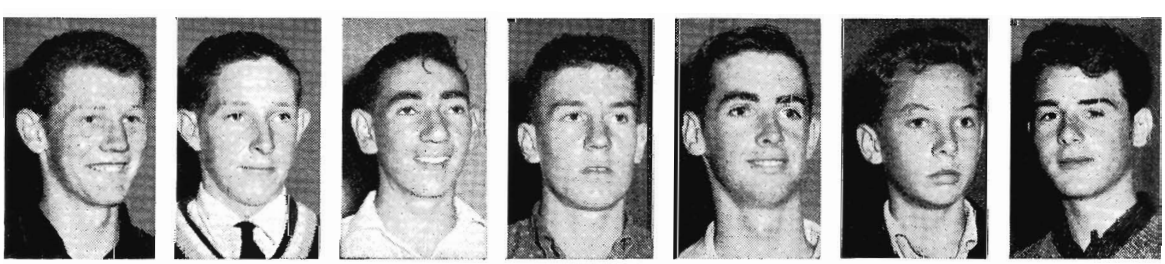
Several Departmental officers warmly welcomed the lads into the railways, and the Commissioners were represented by Mr. C. S. Morris, Chairman of the Staff Board.

He told them "For most of you, today is your first job. We, who have been with the Department for many years, know that you will receive a most thorough training. On behalf of the Commissioners, I welcome and congratulate you, firstly for choosing a railway career, and secondly, for having been selected as railway apprentices".

Some applicants came from the most remote corners of the state, as well as from New South Wales. Of the 902 applications received, 562 came from the metropolitan areas and 340 from country districts. Twelve apprentices have started training at Bendigo, 14 at Ballarat and the remainder in Melbourne.

This year there was an increased number of apprentices who were not Australian born. Countries of birth included Germany, Egypt, Greece, England, Scotland and Italy.

They came from near and far.....



Peter Dickie, Hamilton; Francis Lane, Wakool, N.S.W.; David Anderson, Mildura; Murray Bertram, Murrayville; David Klemtz, Paynesville; Eric Gunstone, North Altona; Fantino Camilleri, Glenroy.

AMONG OURSELVES . .

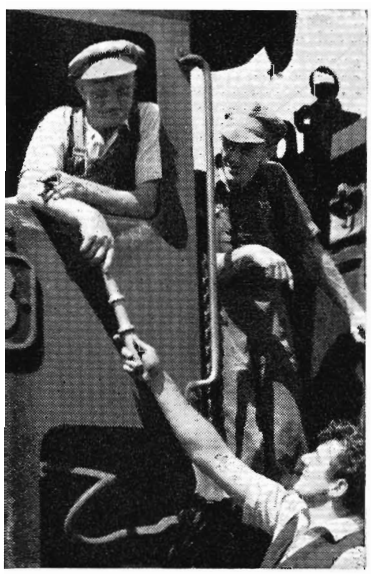
First aid saves

WHEN a passenger was struck by a train at East Richmond, recently, Electric Train Driver T. W. Murchie's knowledge of first aid enabled him to render timely and valuable help to the injured man. Mr. Murchie, who found the man unconscious and bleeding badly from head injuries, stopped the arterial haemmorhage until the passenger was handed over to the care of the ambulance staff.

Mr. Murchie

Mr. Murchie is a member of Sunshine No. 1 team which, incidentally, reached the finals in the last State competitions.

Last Trip



On his last run, Driver Jack ("Bulldog") Drummond takes the staff from Signal Assistant Barry Halliday at South Dudley (near Wonthaggi). At right is Fireman Fred Birt. Mr. Drummond retired recently, after 40 years service—the last 23 of them at Wonthaggi.

Fishing S.M.

WHEN Mr. Angus McMillan, stationmaster at Tallangatta, heard of his proposed transfer from Benalla late last year, his immediate thought was how much of his spare time would be spent fishing in the Hume Weir.


Mr. McMillan

"There are some nice fish caught here, but I've spun my arms off about eight hours a week, and all without success" he said recently.

"Even my son can beat me at fishing at present" he added.

Mr. McMillan, who has a staff of two at Tallangatta, has also been night officer at Warragul and stationmaster at Koondrook and Rutherglen.

His father was a fireman and he has a brother who is a Way and Works Branch clerk in Melbourne.

Scouting for gold

QUITE a few railwaymen do a bit of fossicking for gold. After all, it has advantages over fishing. You don't mess around with bait ; there's no closed season ; big nuggets can't get away; and the fun can be lucrative. Mr. L. Sidebottom, who does some panning in the week-ends, has obtained about half an ounce of gold for his recent efforts ; and finds this hobby combines conveniently with his other one of scouting.


Mr. Sidebottom

Scouting since he was eight years old, he is now Scoutmaster of the 1st Moonee Ponds group. The scouts have a permanent camp at Riddell, where, in addition to their usual activities, they engage in tree preservation and forestry.

Mr. Sidebottom started at North Melbourne Workshops six years ago and is now in the Way and Works Staff Office.

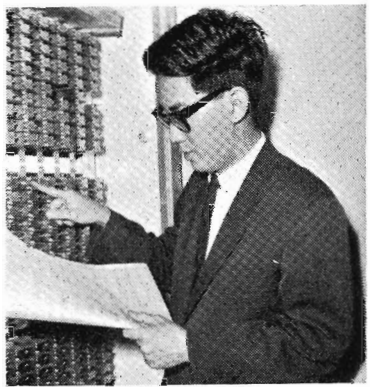
Crack cricketer

SUCCESSFUL opening bowler in a rather unique cricket competition is Assistant Stationmaster Ivor Foenander of Morwell Briquette Siding. He plays for a team calling themselves *The Nondescripts*, an all Ceylonese team drawn from Morwell, Traralgon and Yallourn, who compete for the De Kretser Shield against three teams from Melbourne that also have players all from Ceylon. In a recent game Mr. Foenander took 11 wickets for 35 runs in the two innings.

Mr. Foenander

After service as a leading seaman radar operator in the Royal Ceylon Navy, he came to Australia in 1955 and joined the Department a year later. His brother, Dudley, is a leading shunter at Traralgon.

From Malaya


Mr. Leng

Symbolical of the co-operation between Asians and Australians in technical development is this photograph of Mr. H. P. Leng testing relays in the complex "Westronic" equipment for the Department's new installation of centralized traffic control. Mr. Leng, who comes from Malaya, studied electrical engineering at the Royal Melbourne Institute of Technology, completing the course in four years. He has recently carried out much of the testing of the newly installed C.T.C. equipment. On his return to Malaya Mr. Leng intends to join the Malayan railways.

Parcels to Warrnambool

CONGRATULATIONS to the Railways in general and Warrnambool staff in particular. I rang Freighters, Melbourne, at 4.5 p.m. for hubs for Nestles truck—they were delivered to them at 9.40 p.m.

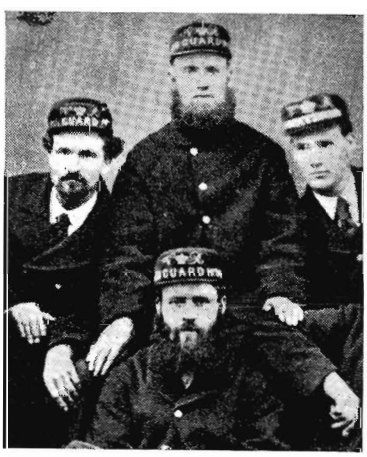
—*V. Baudinette, Sales Manager, Morse Pty. Ltd.*

Old guards

RAILWAYS are a traditional industry in many families, with several generations having worked in the Department. So, it is not altogether surprising that, after publication in a recent *News Letter* of photographs of a cap band and a group of 19th century guards wearing similar bands, a reader should recognize a relative among the guards.

The reader, Mr. W. J. C. McIver, Electrical Mechanic at North Melbourne Workshops, recognized his maternal grandfather — Mr. John Byrne.

His grandfather, writes Mr. McIver, is believed to have retired in the late 'eighties. He was a guard on the first Adelaide Express to leave Melbourne, was also on some of the early vice-regal trains and circus trains carrying troupes from the Continent. One of the latter—"Cerini's Royal Italian Circus"—presented him with an illuminated certificate. Mr. McIver kindly presented the Department with his grandfather's cap band (similar to those in the photograph) and his carriage key.



A section from the photograph previously published in News Letter. Mr. McIver's grandfather is in the centre of the back row.

Tooronga

NOW that another year has passed we think that it is fitting to congratulate the stationmaster and staff at the Tooronga Station for a job well done during 1962. At all times they have given courteous and helpful attention and we would like to express our appreciation and wish them well during 1963.

—V. *Nugent (Director), Harris & Nugent Pty. Ltd., Malvern*

"Apprentice Lady"

WHEN this year's group of 160 apprentices was welcomed on the boys' first day in the railways, it was an all male audience at the V.R.I. hall, Melbourne, with one exception—Miss Marie Cahill.

Often referred to as "The apprentice lady", Miss Cahill (*right*) is a behind-the-scenes employee of the Apprenticeship Selection Committee and is responsible for handling the applications and processing all the paper work for each apprentice.

A Rolling Stock branch typiste, Miss Cahill has, for the past nine years, been on loan annually to the Secretary's branch for three months.

In addition to checking details shown on the application, Miss Cahill personally sees each apprentice at least three times, culminating in the big day when all lads are assembled at the V.R.I. hall on their first railway working day.

Parents often accompany country lads, and are quickly put at ease by Miss Cahill regarding accommodation and other personal items. She can also explain to parents where their son will train, as she has visited the V.R. college at Newport. She often meets apprentices who have completed their training and is always interested to learn of their progress.

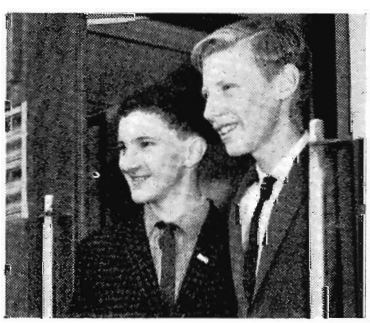
A keen traveller, Miss Cahill has visited most Australian states, and her next trip will be to Central Australia. For relaxation, she plays tennis with a church group at Box Hill, of which she is secretary. She also plays squash and basketball.

"Utmost co-operation"

SO many people complain that they do not receive help, and so I feel that I must draw your attention to the help and courtesy I received from the stationmaster at Spencer Street on Friday, November 16, at 7.30 a.m. I was staying at the Victoria when I received word on the Thursday night that my father in Sydney was seriously ill; a porter rang, and had my return seat booking changed the next morning. The stationmaster arranged for my luggage to be sent on to Ashfield, from Benalla. The train hostess was most co-operative. We always received the utmost co-operation from Wyong and the stationmaster had told me always to ask for help, when necessary, and I certainly was not disappointed.

—*Mrs. Y. Vaughan, P.O. Box 99, Wyong.*

3,000 miles



Two members of the Victorian School Railway Clubs' Association, John Turner, 15 of Surrey Hills (*right*) and Jim Bogle, 16, of Hawthorn, made a 12-day 3,000 miles interstate rail trip during the last school vacation. Their tour included Sydney, Broken Hill, Port Pirie and Adelaide.

RECENT RETIREMENTS...

ROLLING STOCK BRANCH
Elliott, J. H., Ballarat North
Kettle, C. W., South Dynon
Dooley, G. H., Maryborough
Leiste, C. E., N.M. Shops
MacNicoll, A., Newport
Byrne, S. W. H., Newport
Trimble, J. H., Newport
Beanland, M. G., Ballarat North
Townsing, F. J., R.M. Depot
Stracham, T. H., Newport
Brown, F. R., N.M. Shops
Drummond, J. M., State Mine
Fry, J. L., Newport
Duus, E. H., Bendigo North
Thompson, C. S., Seymour
Berryman, F. A. N., Traralgon
Goldsmith, L. O., Jolimont

TRAFFIC BRANCH
Coleman, J., Ballarat

WAY AND WORKS BRANCH
Lethlean, W., Kangaroo Flat
Werner, H. A., W.F. Dimboola
Cardell, R., Flinders Street
Edgecumbe, P. J., North Melbourne
Grigg, L. C., Maldon
Wood, D. A., Ironworks North Melbourne
Berry F., R.F. Spencer Street

STORES BRANCH
Hearn, W. S., Newport Workshops

ACCOUNTANCY BRANCH
Howe, S. J., Head Office

ELECTRICAL ENGINEERING BRANCH
Wright, G. H., Jolimont Substation

...AND DEATHS

ROLLING STOCK BRANCH
McRae, P. R., N.M. Shops

TRAFFIC BRANCH
Maginness, J. E., Essendon
Charles, B. V., Moorabbin
Breaden, K. W., Spencer Street

WAY AND WORKS BRANCH
Yemm, S. C., Spotswood Workshops

First Aid

I am writing to express my appreciation for the attention received at the First Aid department at Flinders Street. I was very sick when your First Aid attendant noticed me and invited me to come to the room. After a half hour I felt much better, due to the attention I received from the attendant. Thank you for the facilities offered to the public.

—*Rosemary Kelson*, 56 *Boisdale Street, Maffra*

Buffet staff

I travelled down to Bairnsdale on the 8.35 a.m. on December 3 and returned on the afternoon train on December 20, 1962. I would like to put on paper my appreciation of the service and attention which I received from the staff of the buffet car (*Moorabool*). They were all so very courteous and pleasant, and the meals were beautifully cooked and served.

—(*Sister*) *E. Shallberg, Baby Health Centre, Pakington Street, Geelong West*

Furniture

ON November 21, carriers from your Department moved my furniture to my new address. I write this letter to thank them for the excellent job they did. All articles were treated with the greatest of care, from the piano to the smallest item of furniture.

At the same time the work was carried out in a most pleasant atmosphere. It was an excellent advertisement for the Victorian Railways.

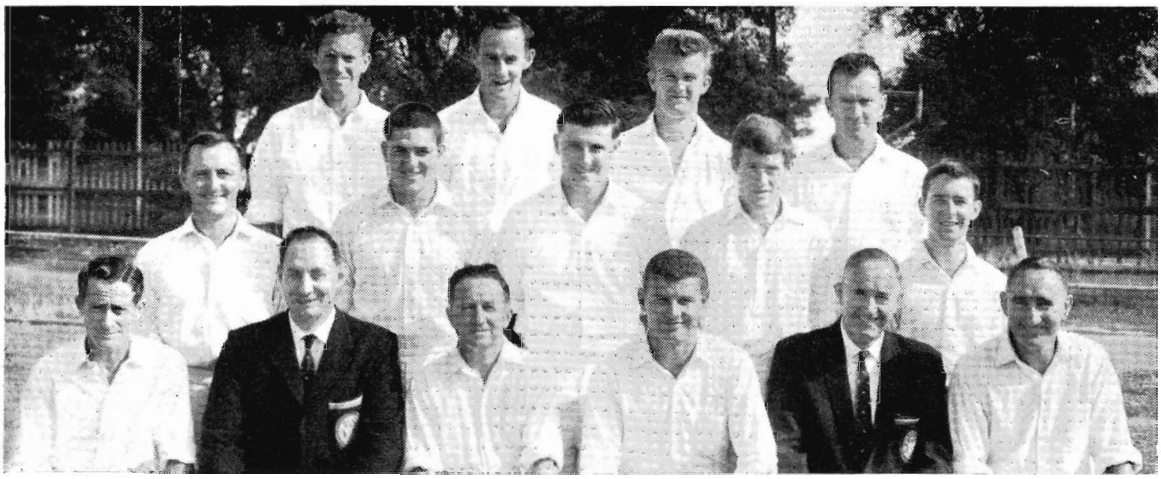
—*H. V. Butler*, 28 *Yuille Street, Frankston*

Ballarat basketball

Ballarat V.R.I. Girls' Basketball team. From left—(*back row*) Frances Browne, Joan Button, Kevin Weightman (coach), Mary Kelly, Margaret Sullivan; (*front row*) Bernice Sullivan, Maureen Mooney (Capt.), Doreen Spruce, Margaret Lyons.

THE story of the Ballarat V.R.I. Girls' Basketball team, and the success which the team has enjoyed, is one of rapid, but well earned elevation to the top of the local basketball competition. The team was formed in 1961, and in their first year of playing in the Ballarat International Rules Basketball Association, reached the preliminary finals. In 1962 the team won the premiership, and thus became the holders of the Ken Mann Perpetual Trophy. In addition, one of the girls (Doreen Spruce) won the trophy for the player scoring the most goals for the season, with a tally of 119.

RON BAGGOTT'S SPORTS PAGE



The winning V.R.I. team in the 1963 inter-system cricket carnival at Adelaide : from left—(*back row*) K. Ingram, D. Southam, R. Dyson, L. Balcombe; (*centre row*) S. Wallis, A. Harris, R. Jansen, G. Hovey, R. Brunger; (*front row*) C. Hovey, L. Bennett (manager), K. Carmody (Capt.), E. Barnes (Vice-Capt.), W. Crowe (Inst. Rep.), L. Hill.

Cricket carnival

BY going through the series undefeated, Victoria convincingly won the Commissioners' Shield and Mick Simmons Cup at the recent Cricket Carnival held at Adelaide.

The Victorian team was one of the strongest to represent the V.R.I. for many years. In four of the six matches played, not more than four wickets were lost in an innings, and on no occasion was the entire side dismissed.

In Robin Dyson, who scored 230 runs at an average of 57.5, Victoria had the Carnival batting trophy winner, while opener Ted Barnes was most consistent and finished with 234 runs at an average of 39 per innings. Other batsmen to score more than 100 runs for the series were Ron Brunger (average 35.7) Lou Balcombe (28.8) and skipper Kevin Carmody (23.2).

The most successful bowlers were Les Hill and Ron Janson, Les taking 28 wickets for 218 and Ron 26 for 213. These two were ably supported throughout by Gary Hovey (8/62), Dave Southam (8/90) and Jim Harris (7/93).

Details of matches in which Victoria took part :

Victoria 4/170 dec. (R. Dyson 50, L. Balcombe 39, R. Brunger 31 n.o.) beat Tasmania 41 and 98 (G. Hovey 6/13 and 1/18, L. Hill 4/27 and 2/11, D. Southam 5/42, E. Barnes 2/12).

Victoria 3/110 dec. (R. Dyson 43 n.o., E. Barnes 41) beat West Australia 52 and 8/184 (L. Hill 7/19 and 4/31, R. Janson 3/27.)

Victoria 7/263 (K. Carmody 68, R. Dyson 55, R. Brunger 52, E. Barnes 33, J. Harris 25 n.o.)beat Queensland 140 (R. Janson 4/43 inc. hat trick, J. Harris 3/21, C. Hovey 2/1).

Victoria 4/146 dec. (L. Balcombe 34, E. Barnes 23, K. Carmody 22) beat Commonwealth outright 69 and 32 (R. Janson 6/22 and 6/4, D. Southam 2/9.)

Victoria 6/185 (R. Dyson 66, E. Barnes 34, J. Harris 28) beat South Australia 115 (J. Harris 3/31, L. Hill 3/33, R. Janson 2/20).

Victoria 2/119 (E. Barnes 80) beat New South Wales 115 (L. Hill 5/35, R. Janson 4/57).

The teams finished in the following order :

	Points
Victoria	22
New South Wales ...	18
South Australia ...	16
Queensland	12
West Australia ...	9
Tasmania	6
Commonwealth ...	5

On the social side, the Carnival opened with an official luncheon to the visitors and was brought to a close with a farewell dinner at which the trophies were presented.

Other highlights included a day trip to Murray Bridge by diesel rail car and river steamer, a day in the Barossa Valley with a tour of Seppelt's Winery, and a barbecque social at the Railways Oval.

In addition there were visists to the night baseball, races and Sheffield Shield Cricket. The South Australian Railways Institute is, indeed, to be congratulated on the organization of such a memorable Carnival.

Table tennis

ALTHOUGH five V.R.I. teams competed in the summer competition of the V.T.T.A., the best performance was runner-up in C.4 grade. This team, in C.4 was extremely unlucky not to win the pennant flag as they had completed the whole season undefeated but on the final night just could not get going. Of the other four teams, three finished fifth and the remaining one sixth.

Lost bag

WE would like to show our appreciation of the staff at Reservoir Station. On Christmas Eve I left a bag containing some shopping on the rack of the 11.4 train to Thomastown. Although the station master was very busy he went to a lot of trouble and helped me to recover the bag when the train arrived back at Reservoir.

—*E. and B. Magnus, 5 Cleeland St., Reservoir*

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VICTORIAN RAILWAYS

NEWS LETTER

APRIL

1963

QUEEN SEES V.R. FLOAT

Model of locomotive B 60 draws the attention of the Royal Party

THE MONTH'S REVIEW

New bogie exchange centre

ON April 8, the new bogie exchange centre at Dynon was officially opened by Mr. E. H. Brownbill, Chairman of Commissioners, in the presence of about 100 Victorian business men and senior railway officers, some from interstate. They reached Dynon in a special train that left Spencer Street at 11 a.m. At Dynon, Mr. Brownbill pressed a button that put four electric jacks into operation under a wagon. After return of the train to Spencer Street, guests attended an official luncheon. A full report will be in next month's *News Letter*.

Blocks for sale

PRINTING Blocks that are used to produce pictures in *News Letter* and other Victorian Railways publications are available for sale after two years from month of publication, unless required for reprints. They are sold at the nominal price of 3d. a square inch. Anyone interested should make inquiries at Room 98, Public Relations and Betterment Board, Railway Offices, one or two months before the expiration of the period of two years. Any that remain unsold are scrapped shortly after.

Ducal approval

Southern Aurora **is one of the most comfortable trains I've ever been on, including those in the United States " said the Duke of Manchester (*left*) in an interview with *News Letter* editor (*right*) and *Herald* reporter. The Duke and Duchess, who have travelled widely, reached Spencer Street in *Southern Aurora* last month accompanied by their daughter-in-law, Lady Montagu, and three-months-old grandson, the Hon. Alexander Charles David Drogo. The Duke, who owns a castle and about 14,000 acres of land in Britain, now lives in Kenya where he runs a 13,000 acre property.**

Pedigreed stock

EXHIBITORS of valuable pedigreed live-stock appreciate the straight through service provided by the standard gauge line, A special train from Dynon took 147 cattle (23 from South Australia) and six horses to Sydney for its Royal Easter Show.

Super record

A new daily record for loading and railing of superphosphate was made on March 19 when 9,904 tons were loaded into 617 wagons. This was some hundreds of tons more than the previous record. There have been only two other occasions, this season, when the daily tonnage exceeded 9,000. Last financial year, the Department carried 699,553 tons of superphosphate, but, on present indications, that figure might be exceeded this year.

Neck and neck

IT seems that the installation of the Department's C.T.C. equipment just beat the completion of a similar one in the New Zealand Railways by about a month. N.Z. already had C.T.C. operating on 292 miles of line, and the new installation will increase this by another 40 miles.

From the Premier

FOLLOWING the successful conclusion of the recent visit of Her Majesty The Queen and His Royal Highness the Prince Philip, Duke of Edinburgh, to our State, I wish to take this opportunity of conveying to you and the officers coming within your administration the thanks of the Government and my own personal thanks for the co-operation extended in connection with the visit.

As on previous occasions, the transport services played a key part and I felt that those staff members involved did a splendid job.

Perhaps it might not be out of place if I mentioned specially those who helped with the great movement of children which was carried through with the object of enabling as many children as possible from country areas to see The Queen.

I would be glad if you would kindly pass on to those who are associated with both the Railways Department and Melbourne and Metropolitan Tramways Board and who were concerned with any aspect of the Royal Visit, the grateful thanks of the Government and myself for all they so willingly did.

—The Premier, Mr. H. E. Bolte, writing to the Minister of Transport, Mr. E. R. Meagher

Worth quoting

OUR spending on cars, fuel, tyres and spares has exceeded the annual rate of £1,000 million, according to figures released by the Bureau of Statistics in Canberra.

This averages out at about £90 yearly per head of population or about £400 per year per car owner.

For a comparison we spent, last financial year, less than £200 million on education and more than £300 million on beer, wine and spirits.

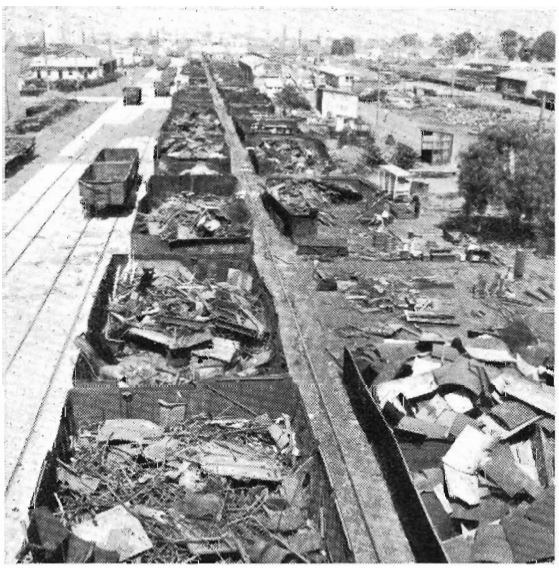
How much longer can we afford to spend such a big proportion of the national income on such a costly means of private transport whilst ignoring the continuous deterioration of the public transport system ?

Would it not be more sensible to show some restraint and make provision to provide more on public works, education and research, not to mention increasing the efficiency of the public transport system ?

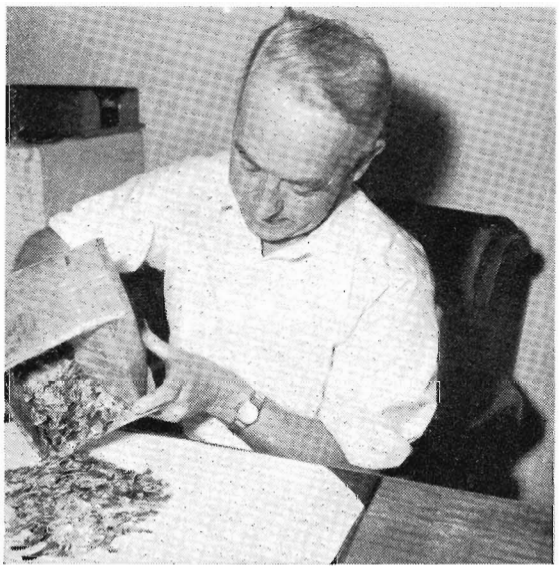
—W. Smith (Hawthorn) in letter to " The Age "

SCRAP INTO £££

WHEN it's in your own back yard, a small heap of junk is a nuisance—if it won't burn, you cram it into the dustbin, hide it with potato peelings and hope the collector won't notice. But . . . . . get enough of the stuff . . . . . treat it as the Department does, and you might make thousands of pounds.



Bins of scrap at the Reclamation Depot.



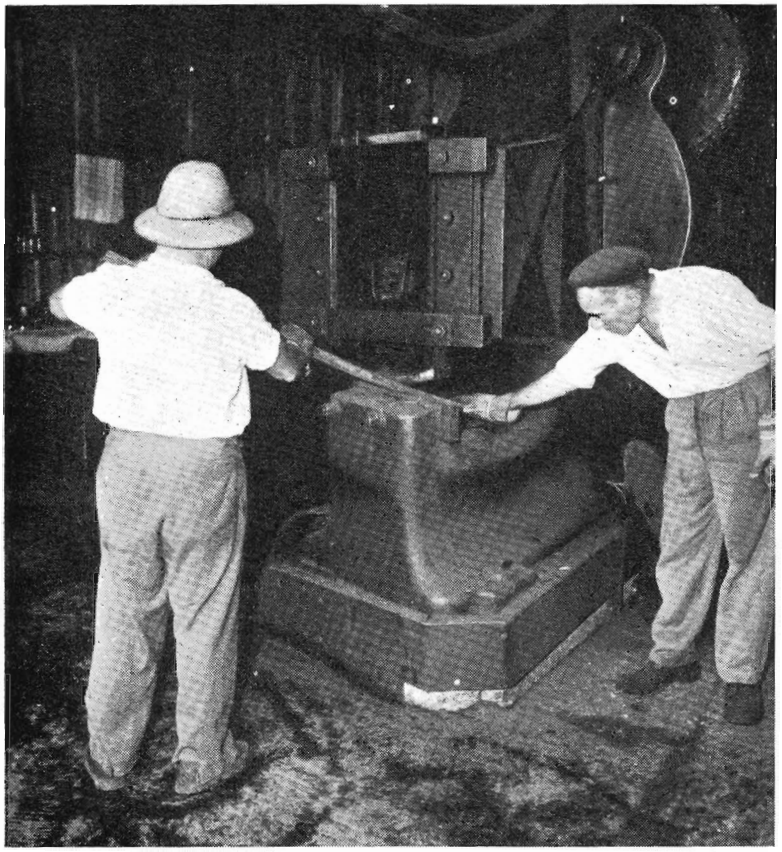
Reclamation Depot Storekeeper E. J. Byant examines some contacts from scrapped track relays. Almost pure silver, they are sold to the Mint.

In the sorting bin, ferrous scrap is sorted into various classifications, such as cast iron, small steel, pressings, etc.

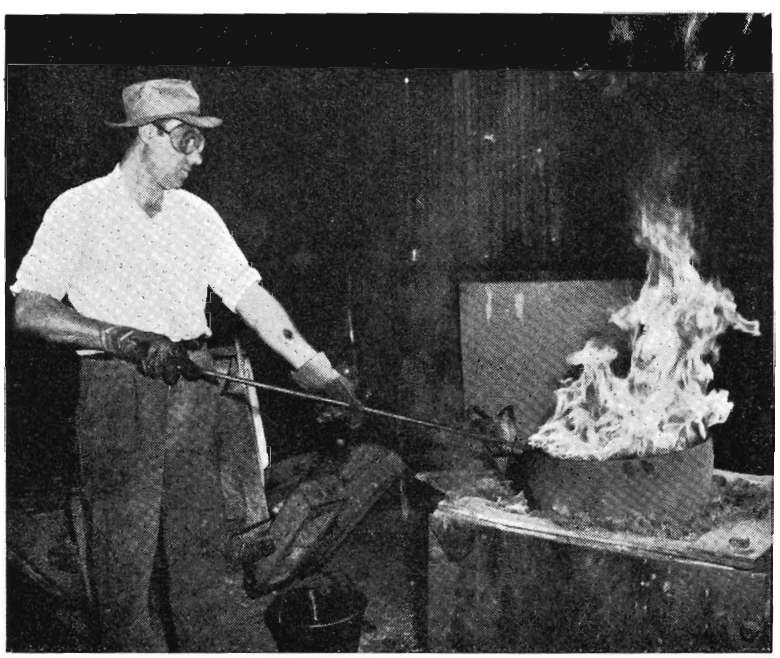
For that's what they do at Spotswood Reclamation Depot where waste and unwanted material pours in from every part of the railways—40 rail wagons of it a week as well as road trucks. After sorting and any necessary treatment, the material is sold or returned for re-use by the Branches. Last year, the Depot earned £447,000 by sales or returns, and, as the cost of running the place amounted only to £84,000, there was the very handsome profit of £363,000—enough to float a £10 million public company, these days.

Smelting the CAT

Much of the valuable non-ferrous scrap—copper, tin, etc.,—needs more treatment than other scrap. For example :— old white-metal bearings are smelted into ingots ; some of which are known as CAT—as they consist of copper, antimony and tin. Specimens from each batch of ingots are sent to the Laboratory at Newport Workshops where they are assayed to discover what quantities of each of the constituent metals (if any) must



Iron Machinist A. Gilbert (*left*) and V. Trimboli shear steel scrap to a size suitable for smelting.



Turnings from Newport Workshops are smelted to remove the gunmetal from the bearing metal (CAT). J. Kalaitzis skims gunmetal from surface of molten metal.

be added to the batch to bring the bearing metal up to specification. The ingots are then smelted again (if necessary) at the Reclamation Depot, the metals added, and the reconstituted bearing metal is ready for re-issue.

Drums of borings received from the Workshops are put through a magnetic separator that removes the steel borings and leaves the non-ferrous ones. These are then smelted.

Last year, 718 tons of non-ferrous scrap were sold by public tender. Included in this were copper (269 tons), battery lead (78 tons), aluminium (7½ tons) and zinc (2 tons). The smallest item on the list was 261 ounces of silver sold to the Melbourne branch of the Royal Mint. It came from scrapped track relays and the wrist pins of diesel-electric locomotives.

In addition to these sales, 332 tons of the scrap were issued for re-use by the Department. It comprised bronze (213 tons) and some copper, lead, bearing metal, etc.

Ferrous scrap

Every week, about 300 tons of ferrous scrap arrive at the Depot. Last year, 15,700 tons were received of which 12,700 were sold and the balance sent to Newport Workshops foundry.

On receipt of the scrap it is sorted and, where necessary, cut into suitable sizes. The material sold ranged from 1,792 tons of wagon wheels and axles, 728 tons of steel turnings and borings, down to four tons of stainless steel.

And the kitchen sink

Such a wide variety of general scrap material is received and sold that a complete list would read like an inventory of a Bourke St. store. Windows and wood . . . . doors and drain pipes . . . tools and tiles . . . safes and shovels . . . boots, uniforms, cupboards, and even worn out kitchen sinks are just a few of the items that figure among the sales.

Certain materials—waste paper, rubber tyres and steel drums—are sold under yearly contracts. Last year, these accounted for 47 tons of waste paper and 1,037 tyres.

In the same period there were 4,679 individual sales. It is these sales that reveal the ingenuity of buyers in adapting scrap material to their purposes. They would also show that a use can be found for almost anything. Indeed, they seem to provide ample justification for the hoarding propensities of so many handymen who—to the disgust of wives—accumulate stocks of junk on the ground that " it might be useful." And so often, it is.

Moorings for boats

Carriage windows, for example, are bought by gardeners to make glass houses.

Hundreds of wheel centres are sold and turned into moorings by the ever-growing horde of boat owners. With a length of chain and a buoy attached, the 5 cwt. wheel centre is dropped into the water to provide a first-rate mooring for the family speed boat. For this purpose centres have been sent as far as Port Albert.

Anyone would think that wooden window louvres from old carriages would be a drug on the market. Not a bit. After one of the home decoration magazines showed how they could be turned into ventilated kitchen cupboards, they were eagerly rushed by do-it-yourselfers—a tribe to whom no labour is too arduous if it will only justify their latest purchase of power tools.

Pens for pigs

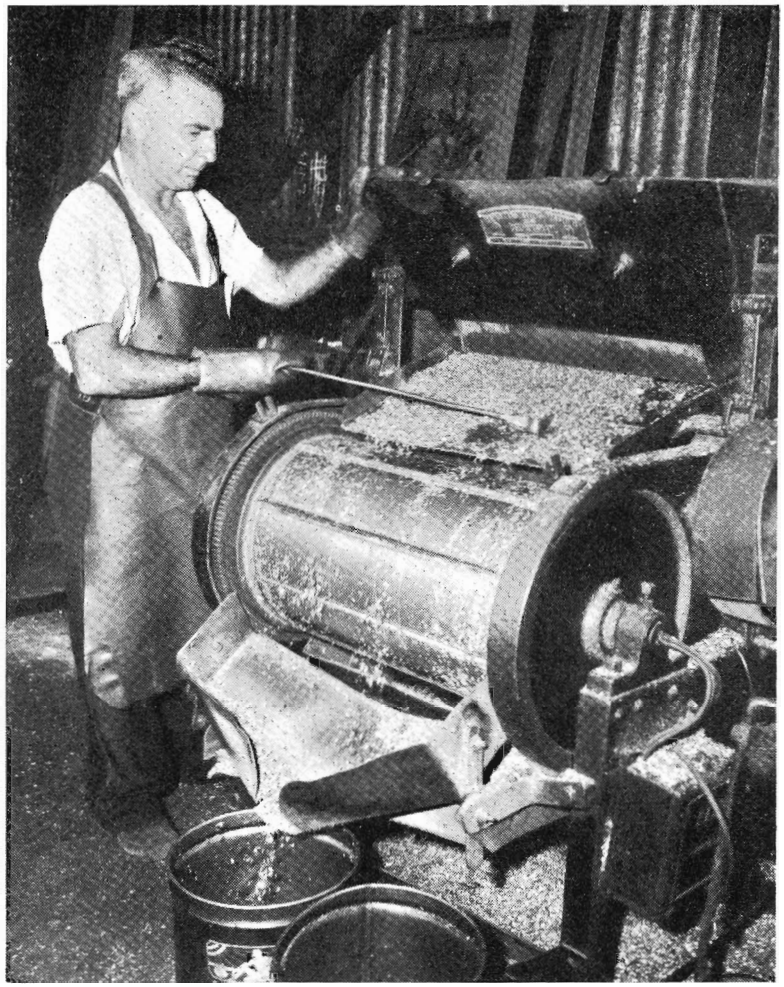
Farmers seek galvanised iron ice containers from T wagons, for conversion into food pens for pigs. And they buy damaged crossing gates for use as farm gates.

Perhaps the most unlikely use for railway scrap occurred recently when an architect bought some floors from old sheep wagons for use as dividing railing in a chapel.

Imperial Caesar dead and turned to clay, Might stop a hole to keep the wind away, but Heaven alone knows all the uses that might be found for old rail material.

Scrap reclamation is not only a money spinner for the Department ; it also plays a vital part in cleaning up railway premises and keeping them clear of junk.

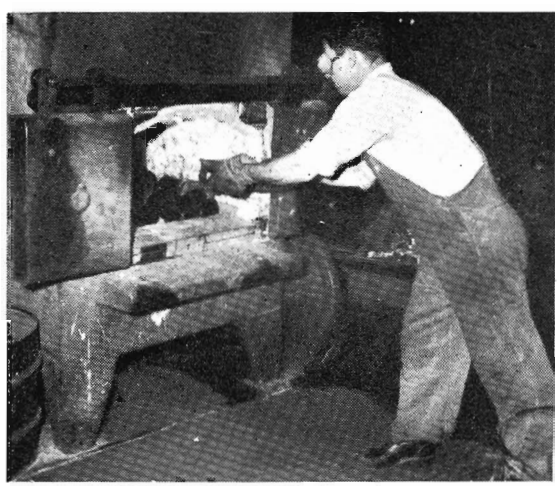
But it depends for its success, on the co-operation of railway staff in sending all unwanted material to the Reclamation Depot.



(*Above*) **In the Non-Ferrous Shop, G. Wilson operates the magnetic separator that sorts ferrous from non-ferrous borings.**

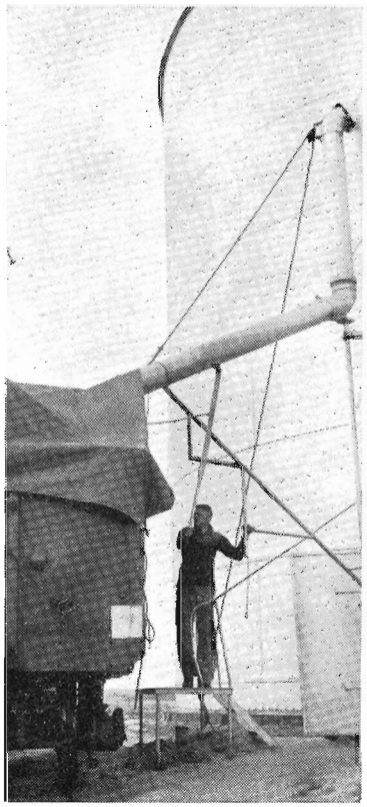
(*Below left*) **Batch numbers on ingots obtained from smelting bearings are examined by V. M. Wilson.**

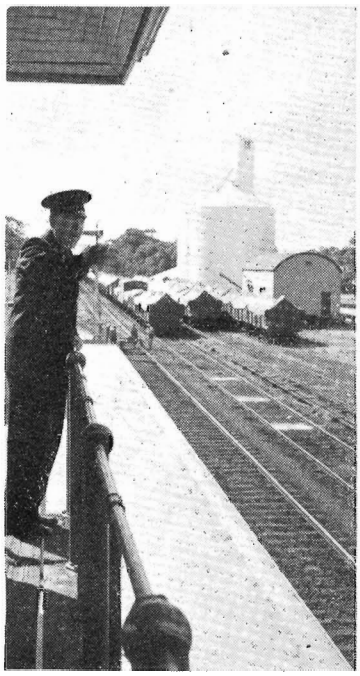
(*Below, right*) **Oil Furnaceman P. Merakov charges furnace with white metal bearings.**



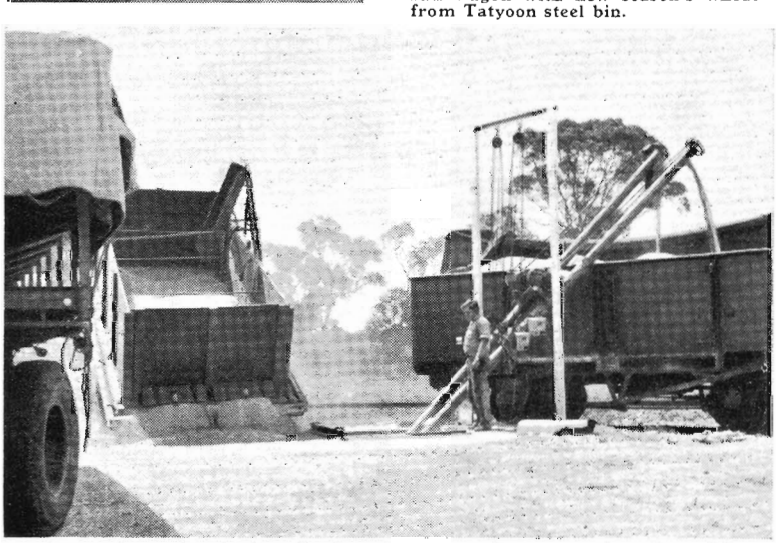
GATHERING THE GRAIN

THERE'S far more reality than romance in the image of Victoria's ripening harvest being likened to rippling lakes of golden grain. For when the grain is taken from the stalks, it literally flows like water that is suddenly released from its banks. It pours from the harvesters into the farmer's hopper trucks, then through the storages, and into rail wagons that move on a network of lines, like tributaries of great rivers, to the ports of the open sea.





Above) Stationmaster W. Ayre hand-signals a wheat train into Glenorchy, In the background are a 100,000 bushel bulk wheat bin and filled bulk wheat wagons ready for marshalling. (*Left*) Officer in Charge J. Nailon, fills rail wagon with new season's wheat from Tatyoon steel bin.



A six ton tip-truck unloads bulk wheat into a grated concrete pit at Stawell for loading direct into rail wagon. Twin loading augers fill rail wagons at the rate of one ton of bulk wheat a minute.

This season our railways are handling about 65 million bushels of bulk wheat.

Under the control of the Grain Elevators Board, there are 220 wheat receiving and storage sites at rail sidings all over the Victorian wheat belt.

These storages range from 1-million-bushel steel elevators to concrete bins of various sizes from 65,000 to 365,000 bushels. There are also steel bins that hold 100,000 bushels each. More million-bushel steel elevators are being built.

In addition, there are emergency storages at Marmalake (11 million bushels) and Dunolly (10 million bushels) to store surplus wheat above local silo capacity.

At present, 54½ million bushels of wheat can be stored in the country and 22¼ million bushels at the Geelong shipping terminal.

When harvesting begins, our railways face a mammoth task in carrying away the estimated amount of wheat that is above the total capacity of all storages.

Consequently they must be able to take the wheat away from country storages as fast as it is being brought in from the farms.

As the wheat this year ripened simultaneously, the task of clearing away surplus wheat has been greater than any previous year.

This season's big surplus wheat lift began in November, and coincided with the start of a record rail lift of oats. It required intense organization, as it was estimated that 30,000 rail wagons of wheat would have to be moved in a short time. Normal freight services had to be maintained, and this meant not only an increased demand for wagons and locomotives, but also for time-table space for special wheat trains on busy main lines.

To make the Department's work even more complicated, climatic conditions caused last minute variations in daily orders for wagons at locations where the wheat was harvested earlier than farmers had estimated.

With most of the storage surplus of wheat taken to emergency storages and the seaboard, our railways can now settle down to the gradual

transport of wheat from the filled country storages to Geelong, as it is required. However these storages must be completely emptied in time for the next harvest.

Record oat traffic

Over recent years, the transport of bulk oats has developed steadily. The marketed oat harvest this year is 12 million bushels.

There will soon be over 100 bulk oat storages in country areas, most of which are under the control of the Victorian Oatgrowers Pool and Marketing Co. Ltd., and vary in capacity from 60,000 to 100,000 bushels. More storages are proposed.

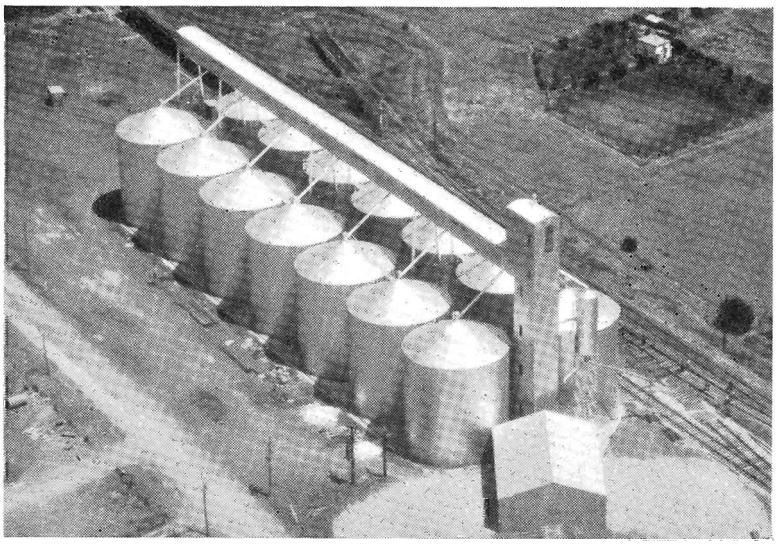
The main seaport for bulk oat traffic is Portland, where 11 ships, with an average 12,500-ton cargo, have each loaded 835 rail wagons of bulk oats this season. Two ships of similar capacity have also loaded oats at Geelong and part cargoes of about 7,000 tons from Melbourne.

During the period mid-November to mid-January, our railways handled a record 5,371 wagons (3¼ million bushels) as compared with 2,089 wagons (1¼ million bushels) during the same time last season.

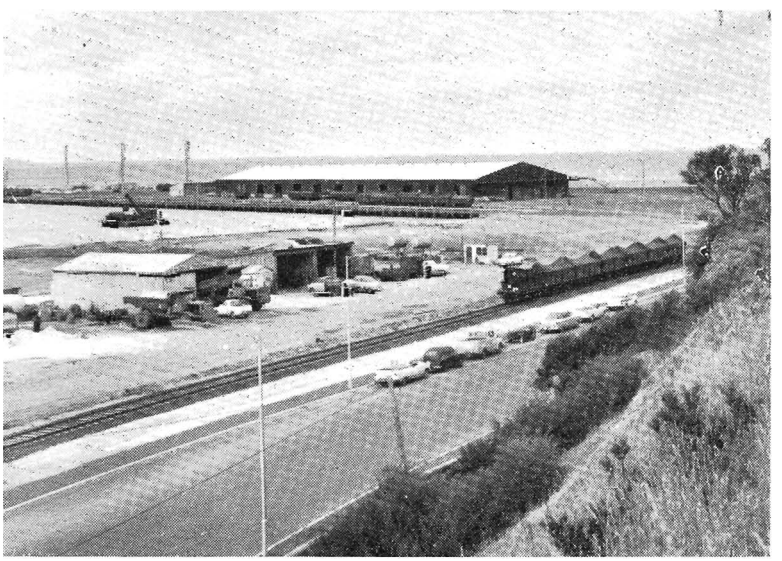
To cater for the bulk oat traffic, special trains run to Portland and from all districts of the north and north-west of the State. Bulk handling of oats has now almost completely superseded bagged oats.

In addition to bulk grain, the harvest also includes 2,148,000 bushels of bagged barley.

It is significant that our railways are so prominent in the State's grain handling system. Our lines are indeed life lines when they bring such wealth to Australia and so much of the very bread of life to millions of people in the world.



This new million-bushel steel silo at Quambatook is one of eight being built at rail sidings for the Grain Elevators Board. *(Photo. Ascom Pty. Ltd.)*

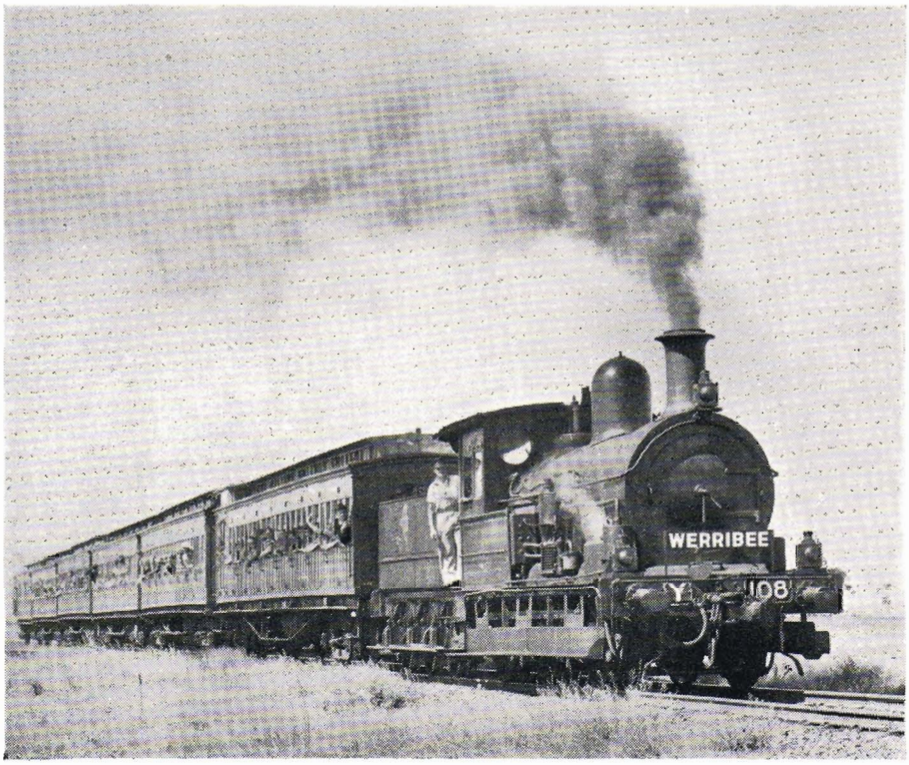


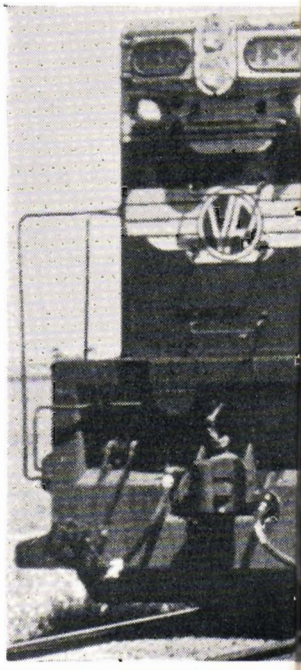
At Portland, main Victorian seaport for exporting bulk oats, a rake of bulk oat rail wagons is being moved to the pier siding.

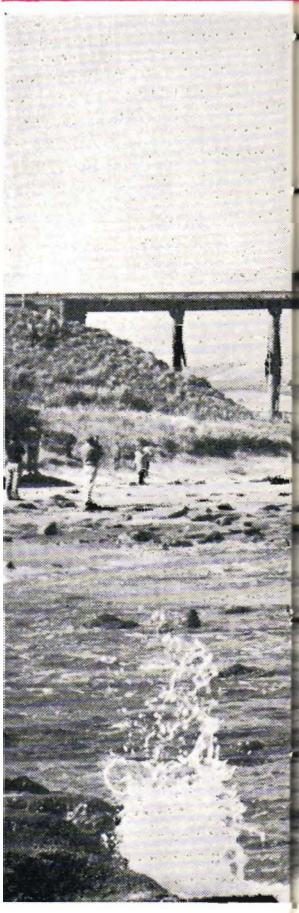
A special train loaded with 500 tons of bulk oats from northern districts approaches Ararat on its way to Portland.

THREE TRAINS

with little in common except happy passengers



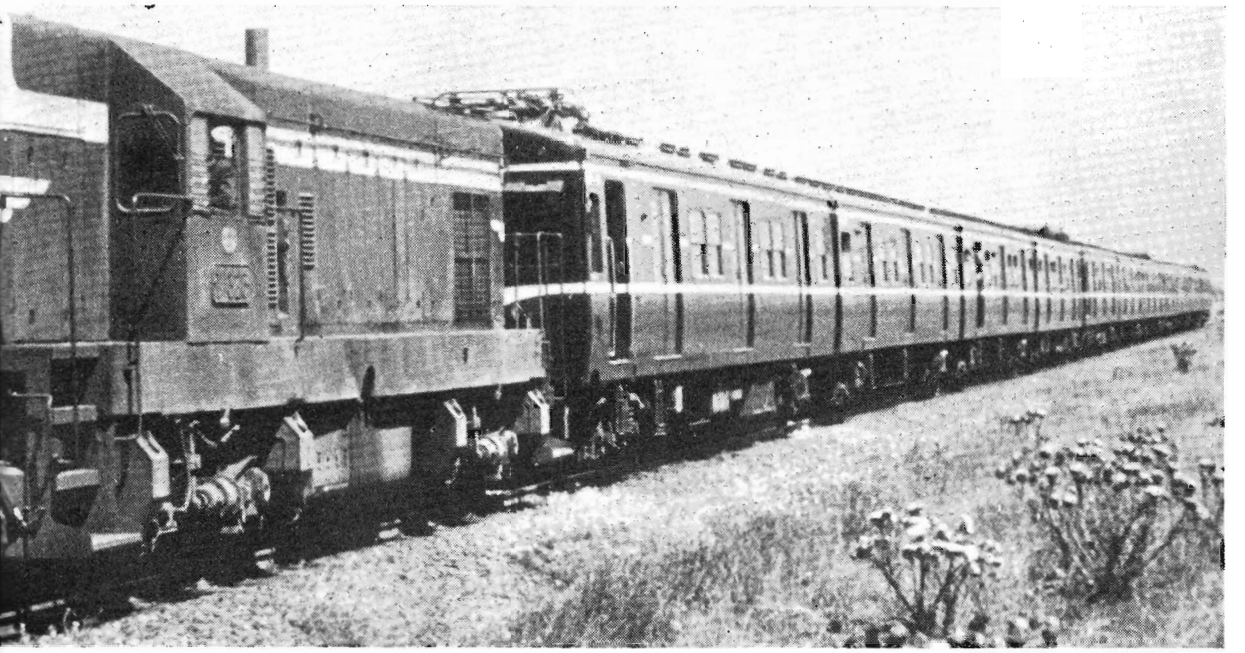




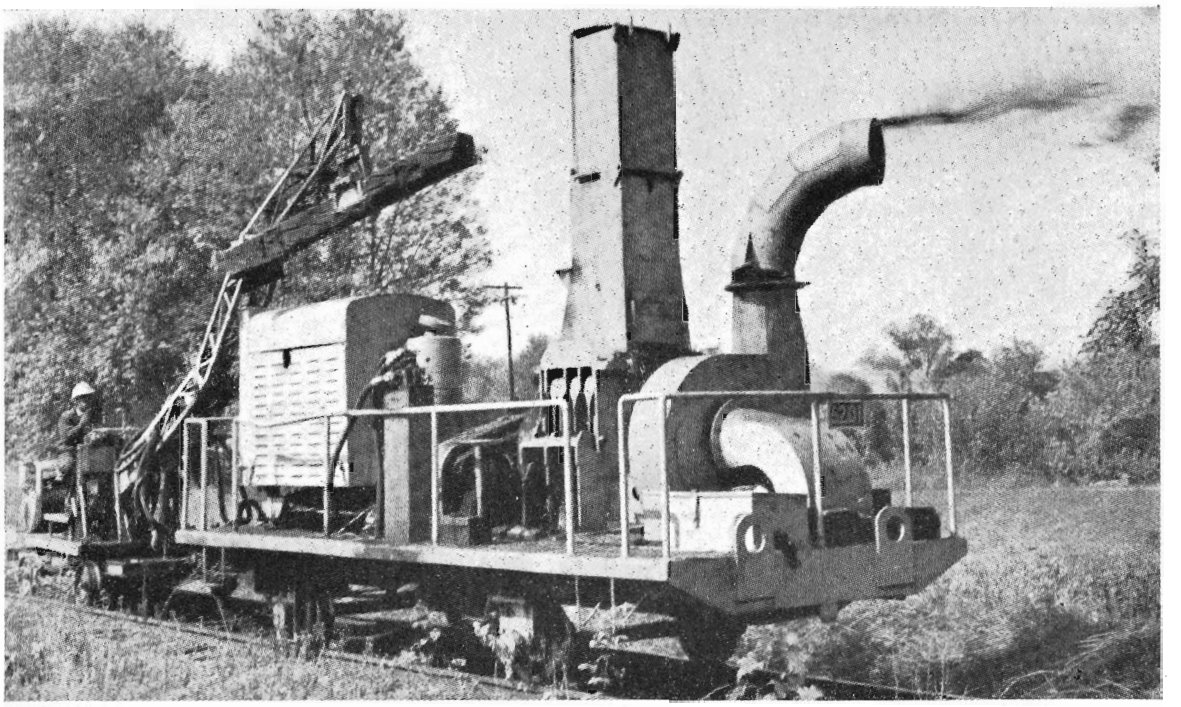
(*Above*) Let off from shunting duties, Y 108, the Department's oldest working locomotive (built in 1889) took the Association of Railway Enthusiasts—some in period dress—from Flinders Street to Werribee where they joined horse drawn vehicles and *vintage* cars for the celebrations at the Soldiers' Reserve.

(*Top, right*) Unique was the sight of suburban *Harris Trains* being hauled by diesel-electric locomotives. They brought children from the country to Melbourne for the Royal Visit. This one is shown on the way from Geelong.

(*Right*) Double-headed with K and N locos., the Australian Railway Historical Society's special train to Wonthaggi crosses the bridge near Kilcunda. The photographer (R. P. Dunbar) got his feet wet in the ocean while taking this picture, but it was worth it.



LINES FROM OTHER LINES



A sleeper is on its way to the chute of the Blo-Hog while chips are being discharged from the machine's blow pipe.

It chews up sleepers

THE Chesapeake Region of the Pennsylvania Railroad (U.S.A.) has found an economical way of disposing of old sleepers without burning them. A newly developed machine, worked by one man, picks up and pulverizes the old sleepers and discharges the chips on to the side of the track. The machine handles 30 to 50 sleepers an hour, depending on the kind and condition of the wood.

In areas of that railroad where burning of sleepers is prohibited because of the fire danger, their economical disposal is a problem. The new machine obviates the necessity for following sleeper renewal operations with a work train to load and remove the old sleepers.

The machine consists of two units—one which feeds sleepers into the other—known as a Blo-Hog—which turns them into chips.

It appears that the chips lying on the ground in tall grass are producing an interesting by-product—another method of weed control. After several months, the grass is killed. It is believed this is due to creosote in the sleepers being washed into the ground by rain. (*See picture above.*)

Train shifts farm

AN Australian-born cattle breeder recently saw all his farm cattle and machinery loaded on to the last train to leave a dead-end branch-line siding in Gloucestershire. The breeder, Sir Charles Cooper, was shifting his entire farm, farm hands and himself by chartered train 375 miles to a new farm in Scotland.

The train he hired from British railways was a £1000 special. Its departure was marked by the presentation of crystal beer mugs to its crew and the station staff.

The railways specially re-opened the tiny loading ramp at Tetbury, Gloucestershire, so Sir Charles' 43 head of pedigreed Herefords could be loaded. Sir Charles said it proved a lot cheaper to move his farm by rail than by road. For £1000 he had 21 trucks, eight super cattle wagons, a closed van and a passenger carriage. (*The Age*)

151 m.p.h. in Japan

LAST month, an electric train on a test run on Japan's uncompleted Tokaido line reached 151 m.p.h. The test was made with a prototype of the super express trains that will run between Tokyo and Osaka when the line is completed.

Dang it–don't bang it !

"ACROSS the state, across the nation, damage free at destination," was the slogan that won first prize of approximately £225 in a competition held by the Illinois Central Railroad. It was selected from almost 8,000 entries submitted by the railroad's employees. Some of the other prize winning slogans were :

- Dang it–don't bang it !
- Our aim today–no claim tomorrow
- Freight is your job–don't knock it.

Polythene film

POLYTHENE film is assisting a smoother train ride on a 90-m.p.h. section of British Railways main Northern line.

A 2¾-mile stretch of line was torn up, polythene film placed 4 ft. beneath it and new track laid, all within three weeks.

This was necessary because of clay sub-soil. Rain penetrating the slag beneath the sleepers had caused "puddling" in the clay below. Under the pressure from heavy express trains, clay and water had been forced to the surface and the track bed weakened.

THEY DANCED ON THIS TRAIN

ROMANCE will never die in the north—not while there are such people as those who ran the *Monkey Train* from Kerang to Swan Hill on Labour Day, last month. Organized by local enthusiasts to benefit the Scouts Association, the train derives its curious name from the special excursions that, before cars became numerous, ran from country towns to the Melbourne Zoo where the main attraction, in those days, was the monkeys.

Leaving Kerang at 10.30 a.m., the train carried over 700 passengers and had three extra vans—two for dancing and another for refreshments. It was to have been hauled by the famous old locomotive D3 688, known locally as *The Pride of the North*. (It may be recalled that this engine took the leading part in the film *Tribute to Steam* which raised considerably funds for charitable causes.) Due perhaps to the excitement of the occasion, 688 unfortunately developed some trouble just before departure, and had to be replaced by R 709.

Gay train

IT was a gay train that left Kerang, with passengers waving streamers as it passed the local hospital and exchanging cheers with patients and staff.

In the vans, two leading dance bands — the *Vampires* and the *Murray Valley Jazz Band* were belting out everything—from jazz to Limbo rock. Altogether, there were four hours of dancing. Soft drinks, balloons, and cut lunches were sold from the refreshment van.

Bushrangers

The train had barely covered five miles when it was held up at Fairley by bushrangers (including a woman) who menaced the engine crew—Driver Jim Grinter and Fireman Jack Grieves—while others of the gang overpowered Guard Bill Bullen and took "valuables" from a large wooden trunk in the van. Flour bombs pelted passengers, who defended themselves with water pistols. Rescue arrived in the form of the *Keystone Cops* who "raced" to the scene in veteran cars, including a Ford T tourer. After police overpowered the gang a lynching party of passengers strung one of them up on a gum tree. The knot slipping, he dropped into a convenient bath of water.

At Lake Boga, Cr. A. N. Domaille, Mayor of Swan Hill, and Mrs. Domaille joined the train.

The departure from Kerang. (*Photo. R. Anderson*)

Coal in the cake

ON arrival at Swan Hill, there were streamer barricades, pipe and brass bands playing on the platform. and a civic welcome. A "Miss Kerang Teenage" quest, which began in the dance cars, was judged and the winner presented with a sash. Old Six-eighty-eight's birthday was celebrated, even though he couldn't haul the train. There was a huge birthday cake, with 12 tiers of real cake for the passengers and two bottom tiers for the loco. These two tiers were properly iced and identical with the rest, but they held high quality coal—suitable for an aged engine's digestion.

Inscribed silver cups were presented to the train crew, and a trophy to the *Monkey Train's* thousandth passenger—8-year-old Gavin Miller. (The tally included passengers on the first excursion, last year.)

In the afternoon Swan Hill turned on a feast of entertainment—marching girls, country fair, race meeting, sheaf tossing championships, band recitals and so on. At 5 o'clock people drifted back to the train where there was more dancing and community singing until its departure at 5.30.

The train created such widespread interest that people came from as far afield as Lascelles, Deniliquin, Bendigo, Melbourne and Adelaide to join it.

They certainly have fun in the north.

AMONG OURSELVES . .

1913 apprentice

MR. A. P. RYAN, who retired last month as Foreman Boilermaker at Spotswood Workshops, was one of the few of the 1913 group of apprentices remaining in the Department. He had been at the Workshops for the past 32 years, and is now on a trip that will take him to Europe and return through Panama, after seeing 11 countries. Old time dancing, three nights a week, says Mr. Ryan, keeps him young.

Well ! Well ! Well !

A little incident at Head Office, last month, recalls the old story about the sailor who dropped his captain's coffee pot—a treasured object—overboard. The sailor—a sharp character—went to the captain and asked if a thing was lost when you knew where it was.

"Why, no", said the captain.

"Then", said the sailor, your coffee pot is at the bottom of the sea."

The story ended there . . . and perhaps the sailor's career, also.

But, at Head Office, a V.I.P. on the first floor was waiting to sign an important document and a junior was on his way down from the top floor with it. The V.I.P. waited . . and waited . . until finally a clerk was dispatched to see what had happened to the junior with the paper. Both were found . . . but the document was at the bottom of the lift well, having been accidentally dropped, en route, by its bearer.

1862 Book of Rules

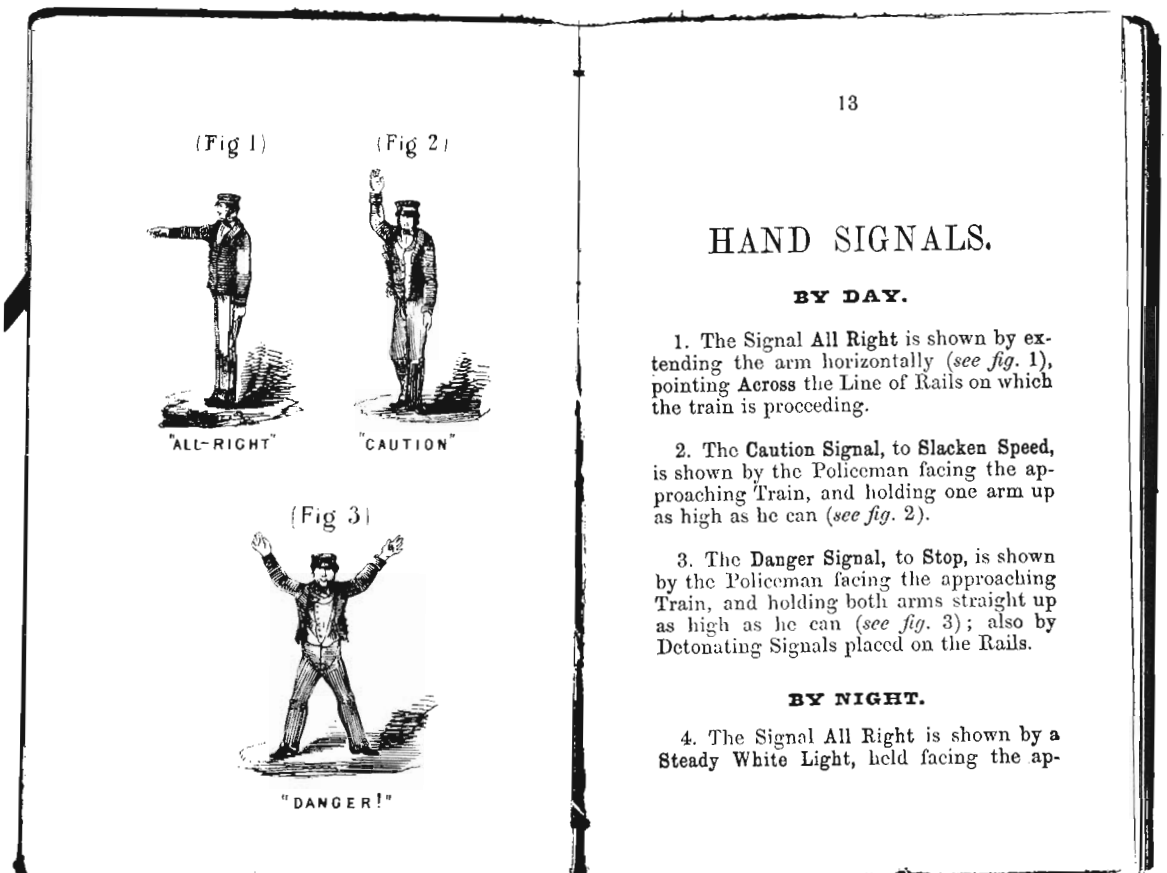
THIS month, Mr. D. B. Norman, Train Examiner at Bendigo, celebrated the centenary of the Norman family's hundred years of service with the Victorian Railways. It was on April 16, 1863, that his great-grandfather, William Norman, signed the declaration in the Book of Rules and Regulations, two pages of which are reproduced below. Ever since then, one or more of the family have worked in the Department.

The book, size 6½" by 4", was printed in October 1862 and contains only 62 pages (the present book has 445). Some of the rules read quaintly today.

"When from any cause a Train is unable to proceed at a greater speed than four miles an hour" says Instruction 22, "the Guard or Fireman shall be sent back half a mile, and continue walking at that distance behind his Train with his Danger signal shown, so as to Stop any following train until assistance arrives or the Train is shunted".

V.R.I. badge wanted

MR. T. DEWAR, an enthusiastic collector of railway items, is anxious to obtain one of the enamelled badges issued members—up to about 1920—by the V.R.I. The badges were of brass with green enamel. Mr. Dewar is in the Accountancy Branch at Room 183, Head Office.



Two pages from Mr. Norman's 1862 Book of Rules and Regulations. Certain Railway staff were, in those days, known as Policemen.

Landscape painting

Mrs. A. Trezise, shown in the cafe at The Chalet, Mt. Buffalo, works in an ideal locality for her hobby of landscape painting. Everywhere on the plateau are subjects to arouse the interest—and challenge the skill—of any painter. As Mrs. Trezise's husband, who is House Engineer at The Chalet, is an 8 mm. movie enthusiast, they are, together, well equipped to record the scenic splendour that is all around them.

A.I.F. Railway Construction Unit

THE re-union of the above unit will be held at the Batman Avenue drill hall on April 26, at 8 p.m. Members will be sure of a good welcome—particularly those who have been out of touch with their old cobbers during recent years.

Was Mayor

MR. D. MONTGOMERY, who recently retired after 42 years service as a fitter, was prominent in the civic affairs of Ararat where he was stationed since 1929. A councillor for nine years and Mayor for four, he took an active interest in local organizations and is a past president and life member of Ararat and District Highland Sports Society, as well as past president of the Victorian Scottish Union. A big garden will keep Mr. Montgomery fully occupied in his retirement. Incidentally, he is a brother-in-law of *The Overland* Driver Arthur Hargreaves.

Mr. Montgomery (*Herald-Sun*)

Helped at Seymour

AS I was travelling to Melbourne by train my grand-daughter was taken ill near Mangalore. I wish to thank the Station master and Assistant at Seymour, also one of his girls, who so kindly came to my aid.

—(*Mrs.*) *H. Millerick, Toolamba*

First-aid awards

Dr. Mallalieu, Chief Medical Officer, presents a Gold Medallion to Mrs. Swift while Mrs. Lahn watches.

TWO Bendigo buffet car staff, Mrs. H. J. Lahn, Supervisor, and Mrs. M. V. Swift, Acting Supervisor, recently qualified for the eigth successive year in first aid examinations.

In doing so, they became eligible for their Life Membership Gold Medallions. At present, only four other railway women hold this award.

Both Mrs. Lahn and Mrs Swift obtained their first certificate in 1955. During succeeding years, they have obtained their Bronze (3rd year) and Silver Efficiency (5th year) medals.

In presenting them with their latest awards, Dr. C. Mallalieu, then Chief Medical Officer, referred to the numerous occasions that they have been called on to give first-aid treatment to passengers and railway staff and congratulated them on their personal interest.

Mrs. Lahn has been 13 years in the Department and Mrs. Swift 10 years. Both live at Bendigo.

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Smith, T. M., Newport
Johnson, N., E.R. Depot
McGrath, W., E.R. Depot
Matthews, B. T., Newport
Barrow, R. J., South Dynon
Black, L., Newport
Kent, F., Jolimont
Boudroll, A., Jolimont
Waters, T. K., Garage
Lowden, J. L., Jolimont
Angelidis, A., Newport
Bloomfield, G. H., N.M. Shops
Clare, G. N., Motor Garage
Llewellyn, D. W., Bendigo North
Webb, S. T., Bendigo North
Grabasch, A. E., Bendigo North

WAY AND WORKS BRANCH

Anderson, J. H., Echuca
Wright, G. N., Bendigo
Bell, R. A., Spotswood Workshops
Ryan, A. T., Spotswood Workshops
Jacobs, D. S., Echuca;
Brown, C. J., Trafalgar;

TRAFFIC BRANCH

Neumann, E., Melbourne Goods
Boadle, J., Donald
Welch, W. G., Melbourne Goods
Hay, A., C/- District Supt., Eastern
Swinnerton, T. L., Wodonga
Rook, W. J., Flinders Street
Gillespie, J. G., Aspendale
Chesterfield, R. W., Flinders Street
Sandford, E. T., Head Office
Barton, B. M., Caulfield

REFRESHMENT SERVICES BRANCH

Conway, L., Flinders Street

ACCOUNTANCY BRANCH

Roach, H. L., North Eastern Accounting Office

ELECTRICAL ENGINEERING BRANCH

Branston, J., Overhead Depot, Batman Avenue

. . . AND DEATHS

ROLLING STOCK BRANCH

Bird, L. J., Newport
Phillips, J. R., Ballarat
Minglis, N. D., Jolimont
West, M. L., South Dynon

TRAFFIC BRANCH

Ball, A. J., Flinders Street
Wallace, C. A., Geelong

WAY AND WORKS BRANCH;

McGary, C. L., Head Office
De Lucca, A. J., Spotswood Workshops

ELECTRICAL ENGINEERING BRANCH

Pearson, W. R., Middle Brighton Substation

GOOD SERVICE . .

Royal Tour

AT a conference of my officers yesterday, while completing administrative matters concerning the Royal Tour, I received a spontaneous suggestion that I should write to you and express the thanks of all our members for the wonderful co-operation which personnel in your Department extended to us over the three days of the visit.

Needless to say, it gives me a great deal of pleasure to be able to write and add my personal, sincere thanks.

—Major-General S. H. Porter, Chief Commissioner of Police, writing to Chairman of Commissioners.

Citrus crops

ON behalf of the Mildura and District Citrus Co-operative Association and office staff, I would like to express appreciation of the capable and friendly co-operation of your staff in the Mildura district. On all occasions every co-operation and assistance has been afforded myself and our outside staff by local stations' personnel in the task of co-ordinating export and market forwarding to Melbourne, provincial and country areas served by the Victorian Railways network.

It is felt that while such an amicable understanding exists between staff members of your Department and our citrus industry, we can look forward to the future with confidence in matters pertaining to the transportation of our produce to the various outlets.

—L. C. Jolley, Manager/Secretary, M. & D.C.C.A., Mildura writing to the District Superintendent, Ballarat.

Dress box

WHEN travelling to Glen Waverley by train last Tuesday evening I left a dress box in the parcel rack. I returned to the station to report my loss. The stationmaster and porter were extremely helpful, and through their efforts the parcel was returned to me. I must congratulate you on the efficient and courteous staff you have at Glen Waverley station. Service such as they gave me is the best advertisement for your railways.

—Mary R. Scott, 61 Swinburne Avenue, Hawthorn

"Efficient and courteous"

I should like to offer my grateful thanks for the prompt, efficient and courteous treatment afforded me by Station Master Wilson and Station Assistant Absolom at the Cheltenham station after having left my kitbag in a Frankston bound train. As the bag contained not only valuables but very necessary drugs I can assure you I was most anxious to recover it. Both Station Master Wilson and Station Assistant Absolom spared no effort and finally located the bag at Frankston. In quick time it was safely returned.

Surely for the few complaints there must be many, many people—regular train travellers like myself—who have at some time benefited from the efficient and courteous service supplied by the Victorian Railways staff such as the two gentlemen I have mentioned. Once again my very sincere thanks.

—L. Tolliday, 21 Sea Parade, Mentone

Rush job for wheat

IN a letter to Mr. E. R. Meagher, Minister of Transport, the Chairman and General Manager of the Grain Elevators Board, Mr. H. Glowrey, expressed the Board's appreciation for the special delivery of a quantity of wheat that was most urgently required at Geelong. The movement of the wheat was arranged, at short notice.

Holiday Train Association

MEMBERS of the Holiday Train Association as well as our escorting officers have commented most favourably on the attention given to the party on their recent tour by Leading Station Assistant T. Allison (Spencer Street). They state that Mr Allison was most obliging and went out of his way to ensure the comfort of the party. later he was very helpful in arranging for two members who missed the special diesel train to travel by ordinary train and join the party in Geelong.

—H. H. Streckfuss, Manager, Victorian Government Tourist Bureau

Traralgon picnic for 2,000

I have been asked by the Committee of the A.P.M. Maryvale Picnic Club to express our appreciation of the efforts of your staff and yourself to make our 1963 picnic a success. The movement of over 2000 people 250 miles, could have presented problems. That no hitches occurred reflects the success of your efforts.

—(Miss) Ailsa McLennan, Secretary, Australian Paper Manufacturers Limited, Maryvale Mill Works, Picnic, Sports and Social Club, writing to S.M. Traralgon.

Help at Bendigo

IT must have cost the Victorian Railways a pretty penny for the very kind service rendered to me on Sunday, February 24, and I, a Colombo-Plan Fellowship Trainee from Ceylon, appreciate it very much.

At Spencer Street station five minutes before the Bendigo train was due to leave, I realized I had left the address of the party I was calling on at Bendigo, at my hotel in Melbourne. I had no time even to reach a public telephone, so I rushed to a Railway Officials'. room and told them of my plight. The officer-in-charge grasped the situation in a matter of seconds, obtained details of my hotel and told me to board the train as he would save the day for me.

On arrival at Bendigo the officer on duty at the time, a Mr. Colin, told me that Spencer Street had 'phoned him that they were unable to obtain the address from my room at the hotel. All I knew was that my friend's fiancee was undergoing a training course as a nurse at the Bendigo Hospital. Mr. Colin got down to business and after several telephone calls produced results. What's more he even went out of his way to give me a lift in his car to my friend's home, thereby delaying his lunch for my convenience. If that is not service, I would suggest that this word should be erased from the dictionary.

—Duncan Gunasekera

Spencer Street

THE help and co-operation received from the Station Master and all associated with him, at Spencer Street station on January 5, made the task of reception of so many delegates very much simpler indeed, and we would ask you to convey to those concerned our very real appreciation.

—Keith E. Tinkler, Organizer, 4th National Christian Youth Convention

RON BAGGOTT'S SPORTS PAGE

Month of sport

WITH Country Weeks of tennis and cricket, Commissioners' Cup cricket finals, and Wimmera Bowls, March was certainly a crowded month for sport. In addition, as *News Letter* went to press, Country Bowls Week was in full swing—to be reported next month.

Tennis

PERFECT weather prevailed for the resumption, after a lapse of three years, of Country Tennis Week at the V.R.I. courts, Royal Park. Twenty-four players, representing teams from Maryborough, Ouyen, Dimboola, Geelong, Seymour and Lilydale took part. They were welcomed on the opening day by Messrs. G. F. Brown, Deputy Chairman of Commissioners, A. C. Stockley, General President, V.R.I., and K. Donaldson, President V.R.I. Tennis Association.

The Teams Championship for the Donald Macintosh Cup was won by Maryborough who beat Geelong in the final. These teams were captained by the two veterans of Country Tennis Week—R. Craigie of Maryborough, who has not missed a tournament in the past 29 years, and F. Jones, Geelong, who was making his 15th appearance at the Week.

The Country Open Singles Championship was won by M. Hammond (Maryborough) who beat K. Payne (Lilydale) 6–5, 6–1. The Country Railway Singles title went to B. Pearce (Seymour) from L. Cook (Seymour) 6–1, 3–6, 6–2. At the conclusion of play on the final day trophies were presented to the winners by Mr. Commissioner E. P. Rogan.

Country Tennis Week : Before playing in the final, members of Geelong and Maryborough teams chat with Ron Baggott (*centre*). (*From left*) **Geelong ; W. Davidson, K. Barnett, R. Robinson, F. Jones (capt.) : and, the winners, Maryborough ; M. Hammond, R. Caigie (capt.), R. Finch, B. Dellavedova.**

Results :

Teams Championship (Dunkling Challenge Bowl) went to Victoria 22 points to 10. Individual Billiards Championship (H. G. Rosevear Trophy) was won by J. McKain (Vic.) who beat T. Hoare (Vic.) in the final, 400 to 325. Individual Snooker Championship (G. E. Linacre Trophy) was won by J. McKain (Vic.) from J. Critchley (Sth. Aust.) 3 games to nil.

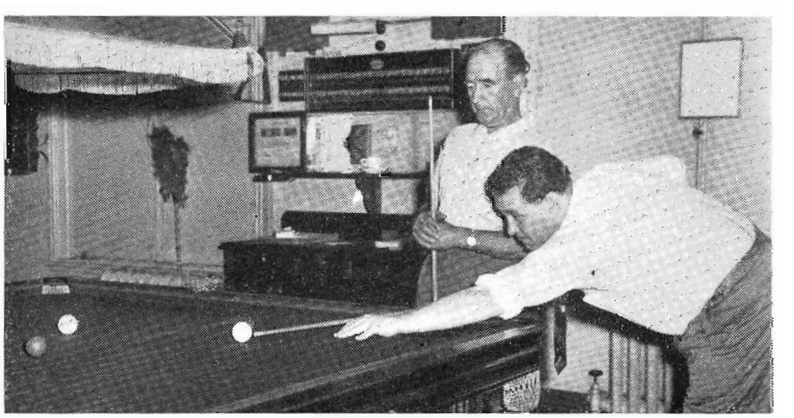
Trophies for the highest breaks in the Teams Championship matches went to Billiards, T. Hoare (Vic.) 60 ; Snooker, V. Alembakis (Vic.) 20.

J. Critchley won the trophy for the best performance by a visiting player.

Several social outings were held during the week and the Tournament concluded with a Farewell Smoke Social at which Mr. G. F. Brown, Deputy Chairman of Commissioners, presented the trophies to the successful players.

Billiards and Snooker

THE Seventh Annual Billiards and Snooker Tournament between the South Australian and Victorian Railways Institutes was held in Melbourne from March 10 to 16. Although Victoria was successful in retaining the three trophies, the South Australians had a most enjoyable stay in Melbourne and will be after some scalps in Adelaide next year.



Billiards : Jim McKain continues his break in the final against Tom Hoare for the Individual Championship.

Cricket

RESULTS of the semi-final and finals in the Commissioners' Cup Competition were :

Newport Shops 198 (J. McTaggart 56, J. Hill 22, G. Douglas 3/49) beat Loco. 75 (J. Braszell 22, J. Heffernan 5/46, J. White 4/28).

Stores 173 (C. Short 62, J. Hird 41, J. Pitcher 23, R. Hill 5/32, D. Southam 3/48) beat Suburban Lines 93 (D. Southam 43 n.o., R. Figgis 6/42 including the hat trick, I. Robinson 2/34).

In the final, Stores won the toss, batted, and were dismissed shortly before lunch for 130 (R. Dyson 40, C. Short 23, J. Hird 22, T. Durbridge 4/20, J. White 4/51). Newport appeared likely to win comfortably when they had lost only four wickets for 112, but when the next four wickets fell for 16 runs Stores still had a fighting chance. However, the Newport batsmen weathered the storm to win by two wickets, finishing with 8/132 (J. Hill 35, J. Moore 24, T. Durbridge 21, R. Figgis 6/66).

This was Newport Shops' first success since 1921–22 season and they were warmly congratulated by Mr. W. Walker, Secretary for Railways, who, at the conclusion of play, presented the Commissioners' Cup to J. Hill, captain of the winning side.

Country Cricket Week

FOR the most part batsmen had the better of the bowlers during Country Cricket Week at Royal Park last month. Five centuries were scored in seven matches but, despite this, there were some good bowling performances—the best by M. Rode of Traralgon who took 9 for 27 against Benalla.

On the opening day Traralgon beat Geelong by two runs in an exciting finish ; and, as these two teams finished first and second, they met again in the final for the D.S.J. Shield. Due mainly to a magnificent third wicket partnership between R. Wood (104) and R. Darcy (102 n.o.) Geelong was able to turn the tables on Traralgon in this match and win the Shield for the second year in succession. Mr. E. H. Brownbill, Chairman of Commissioners, made the presentation at the conclusion of the game.

The results were :

First day :

Traralgon 155 (R. Rode 39 n.o., M. Lethlean 35, R. Paley 7/50) beat Geelong 153 (I. Patterson 72 n.o., M. Rode 4/51). Korumburra 195 (N. Clark 58, A. Ladgrove 50, J. Baird 31, R. Burns 7/71) beat Benalla 65 (A. McIntosh 26, A. Ladgrove 4/28, N. Clark 3/5) and 1/161 (R. Chaplain 108, D. Walker 53 n.o.).

Second day :

Geelong 7/267 (I. Patterson 108, R. Paley 50 n.o., J. Squires 30) beat Korumburra 5/264 (K. Smith 119 n.o., A. Ladgrove 38, F. Torre 34, N. Clark 30). Traralgon 4/171 dec. (A. Warren 64 ret., A. Labroy 37, R. Rode 30 n.o., beat Benalla 58 (D. Walker 31 n.o., M. Rode 9/27) and 8/77 (I. Foenander 3/15).

Third day :

Geelong 9/190 (J. Squires 63 n.o., D. Walker 4/53, B. Burns 3/54) beat Benalla 163 (R. Chaplain 72, T. Piper 4/46, R. Darcy 3/27). Traralgon 172 (M. Lethlean 36, D. Timmins 29 ret., A. Ladgrove 4/40) beat Korumburra 94 (F. Torre 21, M. Rode 4/28, I. Foenander 4/11).

Final :

Geelong 4/263 (R. Wood 104, R. Darcy 102 n.o.) beat Traralgon 182 (M. Lethlean 34, D. Timmins 30, N. Roberts 5/20, R. Paley 3/61).

Wimmera Bowls

The winning rink Maryborough, in the Wimmera Bowls Tournament: (*from left*) **E. Maskiell, J. Richardson** (*capt.*), **J. Anthony, S. Clover.**

Tea time at Wimmera Bowls : Chairman of Staff Board C. S. Morris (*left*) **brings up the wood while Dimboola Stationmaster J. Leversha splits it.** (*Photographs : H. Tinkler*)

THE annual V.R.I. Wimmera Bowls Tournament is held alternately at Ararat and Dimboola. The seventh tournament was held last month at Dimboola—the local club having made their excellent 30 year-old green available to the V.R.I. The players totalling 120, came from Serviceton, Murtoa, Donald, Maryborough, Ouyen and other centres. Together with a team from Head Office, that included Mr. Commissioner E. P. Rogan and senior officers, they made a 30-team entry.

The V.R.I. Council was represented by Messrs. C. Hunter, P. Coates and W. Knight. An enjoyable tea was provided at the local V.R.I. centre by the ladies. Championship was won by the Maryborough rink, consisting of J. Richardson (skipper), S. Clover, J. Anthony and E. Maskiell.

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VICTORIAN RAILWAYS

NEWS LETTER

MAY

VR

1963

THE MONTH'S REVIEW

No harm to Victoria

FEARS that a direct standard gauge line between Sydney and Perth would isolate Victoria and harm our manufacturing industries are completely without foundation.

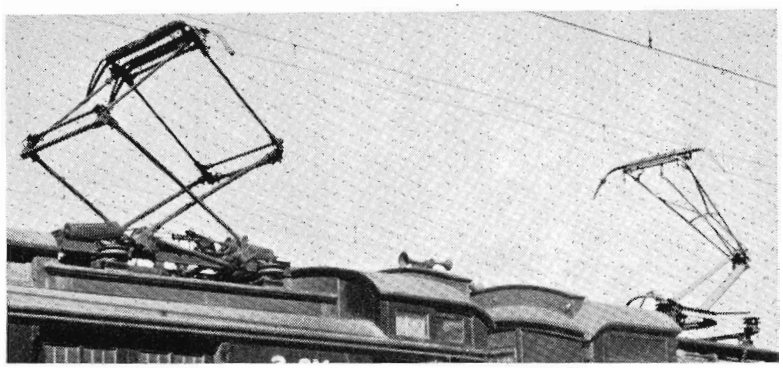
Melbourne consignors have direct access to the Sydney standard gauge line conncecting with every station in N.S.W. and with Brisbane, and the broad gauge line to Adelaide connecting with practically every important centre of population in South Australia. These connexions give direct rail access to about three-quarters of the population of Australia.

The main flows of interstate traffic are between adjoining capital cities. Fast diesel-hauled freight trains operate directly between Melbourne-Adelaide and Melbourne-Sydney, and the fact that these trains are on different gauges is no disadvantage to a Melbourne manufacturer.

With the fast transit now made possible by bogie exchange (see story on page 68) consignors of goods sent from Brisbane and Sydney to Adelaide and beyond may find it more convenient to use the standard gauge line to Melbourne and broad gauge to Adelaide in preference to the shorter, but slower, Broken Hill route.

The development of bogie exchange has also facilitated the interstate railing of Victorian goods and extended the advantages of standard gauge throughout Victoria for many classes of freight.

It should be noted that, although " overland " freight is worth approximately £1 million per annum to Victoria, only a small proportion of this sum is derived from traffic to and from Western Australia.



The new pantograph under test *(right)* **contrasted with the oldest type in use.** *(Photograph : R. E. Luckman)*

Test of new pantograph

TWO pantographs of a French design are being tested by the Department to determine maintenance costs under Australian conditions. One is on a suburban electric parcels van and the other on a *Harris Train.*

With only two arms, the new type contrasts sharply with the familiar diamond-shaped pantographs. It is the first time this design has been tested in Australia.

An advantage of the new pantograph, (which was adopted recently by the British Railways) is its lighter construction—a little over half the weight of the present one. This could give lower maintenance costs.

Since 1919, the start of Melbourne's suburban electrification, there have been only two designs of pantographs used—both diamond-shaped.

Fashion at Flinders Street

Athol Shmith photographer John Cato sets up a fashion picture with professional models at Flinders Street Station. Picture was afterwards used in a metropolitan press advertisement for clothes available from Myer's Chadstone Store.

Southern Aurora's birthday

SOUTHERN AURORA had its first birthday on April 16, and arrived at Spencer Street with a distinctive headboard. In the 12 months it carried about 130,000 passengers between Melbourne and Sydney. Approximately 1,250 sleeping berth passengers a week travel in each direction. This is 90% of total berth occupancy—an excellent figure.

FRONT COVER

New look for city station : architect's model of the two multi-story office buildings and associated plaza to be built over Princes Bridge Station. See story on opposite page.

PRINCES GATE

PRINCES BRIDGE railway station and its surroundings will be radically changed by the Princes Gate project announced last month by the Premier, Mr. H. E. Bolte.

Australian and British companies are linked in this £5 million project which will

- roof a section of Jolimont yards ;
- replace Princes Bridge station with an underground station ;
- erect two tower buildings ;
- provide an open plaza in front of St. Paul's Cathedral

For the underground station it is planned to lower the tracks by up to 10 feet and provide new platforms for the Hurstbridge and Lalor lines. The connection to Flinders Street along No. 1 platform will be retained but railway facilities will be relocated and a new cafe provided at platform level of the station.

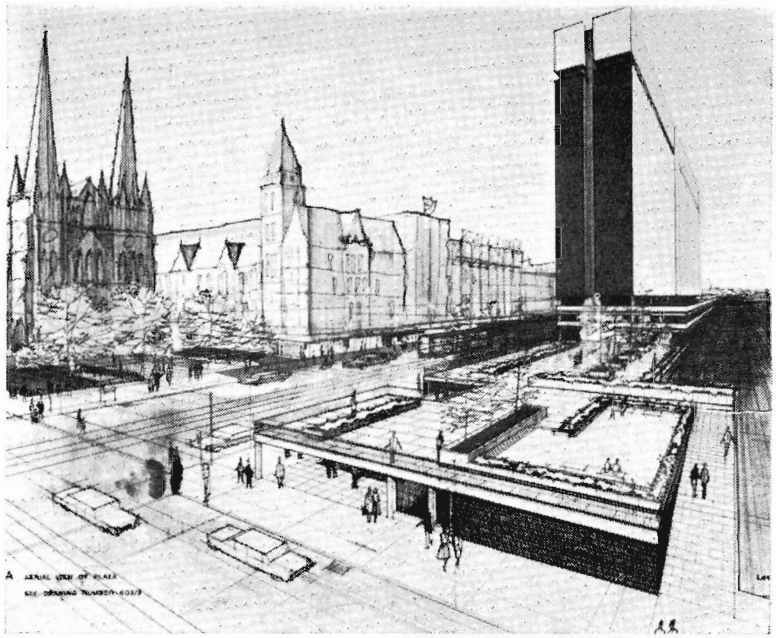
It is hoped to start work on the project early next year, and to complete a concrete platform over section of the yards late in 1965, and the first tower building early in 1967.

A property company—Princes Gate Pty. Ltd.—has been set up to undertake the work. It is jointly owned by the London-based Oddenino's Property and Investment Co. Ltd., and Lend Lease Corporation Ltd.

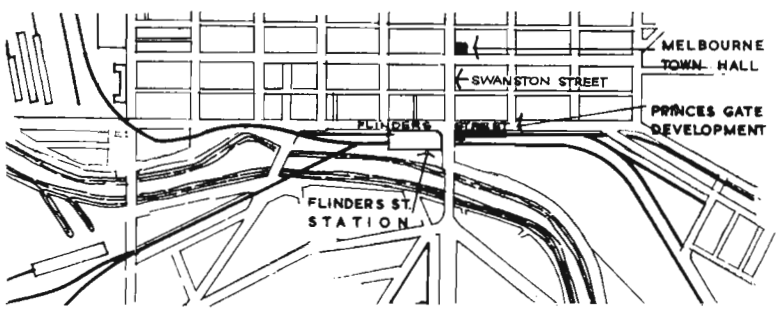
That part of the platform in front of St. Paul's Cathedral will form a Civic Plaza with an area of about 22,000 square feet. This, the managing Company says, will provide a much needed amenity for the city in an unrivalled central position, and ensure a permanent open vista for the cathedral.

At street level will be an arcade of 14 shops that will also provide a covered entrance to the station. Entrance to the two office towers is also from street level. With ramp access from street level will be two floors of parking space for 200 cars.

The two 15-storey office tower blocks will be 210 ft. high and set back 200 ft. from Swanston Street.

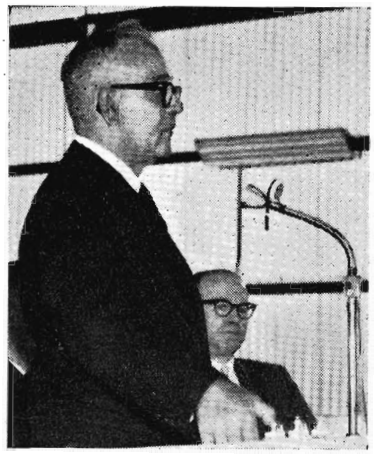


Aerial view of plaza



Locality plan of the Princes Gate Development

Corner of Flinders Street and Princes Bridge showing entrance to Princes Bridge station



Mr. Brownbill presses button that starts jacks operating.

B E BOGIE EXCHANGE

The opening of Australia's first highly-organized bogie exchange centre at South Dynon on April 8 marked another revolution in interstate rail transport—second only in importance to the opening of the new standard gauge line last year.

Bogie exchange, pioneered in Australia by the Victorian Railways, gives straight-through railing of interstate freight over different gauges without transhipment—thus saving the sender time and double-handling of his goods.

The new centre is conveniently located at South Dynon, on the fringe of the city, where the broad gauge lines from the whole of Victoria and from South Australia meet the standard gauge line that extends to Brisbane.

How it works

Bogie exchange is quick and simple. Standard gauge rails, specially machined to fit, are set between the broad gauge track.

A vehicle coming in on its arrival gauge is raised off its bogies by four 25-ton electric jacks simultaneously operated from one control point. The arrival bogies are wheeled out and others of different gauge are wheeled under the raised vehicle.

After the bogies are in position, the jacks lower the vehicle which, after adjustments to brake gear, etc., is ready to depart on the chosen gauge.

Intergauge efficiency

Covering over two acres, the South Dynon B.E. Centre enables two rail vehicles on opposite sides of the building to have their bogies exchanged at the same time.

Bogies can be changed under a loaded vehicle much more quickly then goods can be transhipped from one wagon to another at break of gauge terminals. The Centre can handle 200 vehicles a day, allowing up to 7,000 tons of freight to move undisturbed over both gauges.

B.E. is ideal for a wide range of goods including perishables that require speedy transport.

Many Victorian and South Australian vehicles are suited for bogie exchange. At present, B.E. covers the movement of vehicles between Brisbane and Port Pirie, and gives the benefits of a direct multi-state link to both country and metropolitan districts in Victoria, New South Wales and South Australia.

The opening

More than 100 Victorian business men and senior railway officials, some from interstate, were brought by special train from Spencer Street to Dynon, on April 8, for the official opening of the new centre by the Chairman of Commissioners, Mr. E. H. Brownbill. The Chairman pressed a button that put into operation four 25-ton jacks under a wagon. Almost immediately, the four other similar jacks began to lift another wagon.

" It would be difficult to exaggerate the influence that bogie exchange will have on the future of long distance rail transport in Australia," said Mr. Brownbill.

" Together with the extension of standard gauge to Melbourne, the new facility will set in motion forces that will soon be felt on every rail system in Australia. What is being done in Melbourne can and will be done at other break-of-gauge points—either to bridge the gap pending gauge standardization or, in suitable circumstances, as an alternative to standardization.

12 times faster

" For a break-of-gauge point where the volume of traffic can be measured in wagonloads daily, but not trainloads, bogie exchange is nearly as effective as gauge conversion and 12 times faster than manual transfer methods. Damage and pilferage are eliminated, as also is the loss of stowage space through the breaking up and restowing of mixed loads. Previously, we have found that with this type of traffic it takes three vehicles to contain what had originally been stowed in two.

" As far as transit is concerned, the effect of carrying out bogie exchange in Melbourne is for all practical purposes to eliminate the influence of the break of gauge altogether on traffic passing between northern and western States, as the fast trains in both directions move overnight and there is ample time during the day to change bogies and make the same connexions as if the break of gauge did not exist.

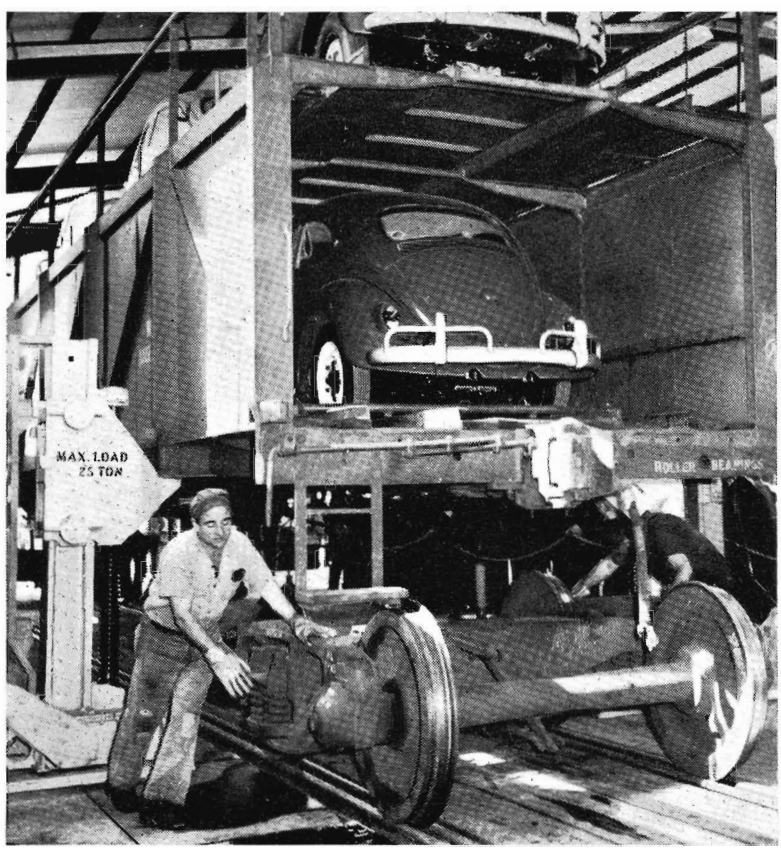
" The same consideration applies to traffic moving between northern States and Victorian stations not served by standard gauge.

Special train from Spencer Street, with Victorian business men, arrives at Dynon bogie exchange centre.

" Because of its centralized location and quick handling of vehicles, this bogie exchange centre has relegated the break-of-gauge in Melbourne from the status of a major obstacle to traffic movement to that of a minor integral part of the remarshalling that is essential in any case for traffic passing from one side of a principal railway terminal to the other. In thus eliminating the stultifying effect of the break of gauge, it has correspondingly broadened our thinking and sharpened our competitive approach for new business ".

An example

" Let me give you an example of the way in which bogie exchange is widening our horizon. A 50-ton Victorian open wagon is loaded at Port Kembla, New South Wales, with sheet steel for General Motors-Holden's at Woodville, South Australia. This wagon moves from Port Kembla to Melbourne as part of a complete trainload of steel products; after being transferred to broad gauge in this depot it is on its way to Adelaide within a few hours. After discharge at Woodville, the wagon is transferred a few miles to Dry Creek, where it is loaded with crated steel tubing for Sydney. Conveyed to Melbourne on the overnight express goods train, it once more passes through this centre and is on its way to Sydney on the express goods train that same



Jacks have raised wagon, so enabling 5' 3" gauge bogies to be wheeled away.

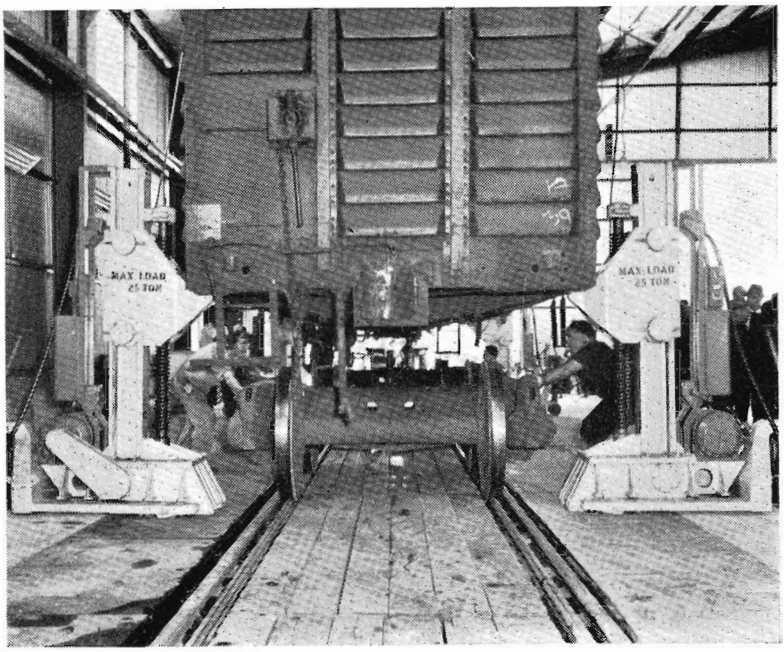
afternoon. After unloading in Sydney first thing the next morning, a 56-mile empty haul to Port Kembla is involved before the cycle is repeated; this, plus the short distance from Woodville to Dry Creek, is the only empty haulage in a round trip of some 2,150 miles.

" The steel tubing I mentioned is business that we would not have got without the quick transit and safe handling of the load made possible by bogie exchange; and I assure you we are going after a lot more business of this type in future ".

Extension

" Already the idea of bogie exchange is spreading. The next logical move—one that we hope will not be long delayed—is the extension of the system to Port Pirie Junction, South Australia, so that loaded vehicles can move freely anywhere between South Brisbane and Kalgoorlie.

" Here in Victoria we take a little pride in our name for pioneering Australian railway innovations. This time, I think, we've really started something ".



Standard gauge bogies are placed under vehicle which is supported by the jacks.

STANDARD GAUGE SUCCESS

WHEN opening the new bogie exchange centre, Mr. Brownbill highlighted the successful results achieved by the new standard gauge line and also pointed out that bogie exchange could never have been an effective solution to the break-of-gauge problem at Albury.

" Bogie exchange is ideally suited to dovetail into the overall traffic operating pattern in Melbourne ", said Mr. Brownbill, " but nothing short of the complete elimination of the break-of-gauge point at Albury, by the new line which has now been in operation for 15 months, could have provided the unbroken high speed rail link which must be regarded as essential between Australia's two greatest cities.

" That a real demand existed for this new line is best illustrated by its results. In the six months ended December 31 last, the total quantity of goods handled by rail in both directions between Victoria and northern States—New South Wales and Queensland—increased by 209,000 tons, or 44% over the corresponding period of the previous year. The standard gauge line between Melbourne and Albury now handles four to six regular goods trains daily compared with two or three when the line first opened; and the average load of these trains is approximately 970 tons gross, excluding locomotives. Loads as high as 2,340 tons have been handled. With the line's modern electronic C.T.C. system and the absence of intermediate sidings, standing time is low, and the operating efficiency, measured in ton miles hauled per train hour, is 2½ times greater than the system average ".

More than double

" The increase in intersystem business following opening of the new standard gauge line has not been confined to traffic to and from the northern States. There has been a 21% increase in the tonnage handled to and from South and Western Australia, while overland traffic—that is, traffic moving in both directions between northern and western States via Victoria—has increased by no less than 127%.

" The overall effect of these increases has been to raise the relative importance to the Victorian system of intersystem business, which now earns 26% of our total goods revenue compared with 19% prior to standard gauge. What is just as important, nearly all this traffic is being handled in fast, heavy trainloads with no intermediate shunting or re-marshalling, so that it represents our most economical form of operating".

Publicity helped

" Part of the general stimulus to railway interstate traffic induced by the standard gauge line can be attributed to the publicity associated with its opening. New patrons attracted by the fast, through services available between Melbourne and Sydney had their attention directed to the equally good services provided between Melbourne and Adelaide—the introduction of an overnight express goods service, operating at passenger train speeds, on this route a fortnight after the opening of the standard gauge line greatly contributed to our ability to sell this idea. The other contributing factor—one that has played a vital part in the remarkable jump in *overland* traffic—was the introduction of bogie exchange ".

ALL MANNER OF TRAINS

THE Australian Railways Commissioners have had a colour film—*All Manner of Trains*—produced by the Commonwealth Film Unit for general publicity purposes. In 35 m.m., there is also a copy in 16 m.m. for film libraries, etc.

Covering every Australian railway system, including Tasmanian railways, the film brings home, in a striking way, the vastness of Australia and the great variety of its soil, climate and production. It shows how the railways developed into the present day organizations that serve crowded cities and the remote outback.

It is a film with great scenic as well as railway interest. To cover the interstate passenger services the camera follows a railwayman as he makes a 4,400-mile journey from tropical Cairns down the east coast of Australia, through Melbourne and Adelaide to Perth. The scenes change from close-ups of people who work and live by the line, to splendid aerial shots of trains rolling through changing countryside, and glimpses of the attractive capital cities.

The Victorian shots include *Spirit of Progress, The Gippslander, The Overland, Harris Trains, Southern Aurora,* briquette trains from Yallourn, the standard gauge line, and scenes in Melbourne.

The film shows how the railways handle their fifty million tons of goods annually, from the land and the factory ; how they cope with the heavy peak loads of suburban traffic ; and bring such special services as medical and dental help to the outback. A few of the memorable shots in the film would include :

- the rack railway at Zeehan, Tasmania ;
- " tea and sugar " train on the Transcontinental line ;
- the 5,500-ton Leigh Creek coal train (Australia's heaviest) ;
- carrying tin plate from steel mills ;
- the *Ghan* at Alice Springs ;
- *Piggy-back* on the Central Australian line ;
- work on the Mt. Isa line ;
- aerial views of the Transcontinental crossing ;
- the immensity of the Nullabor plain.

It is a film that every Australian should see.

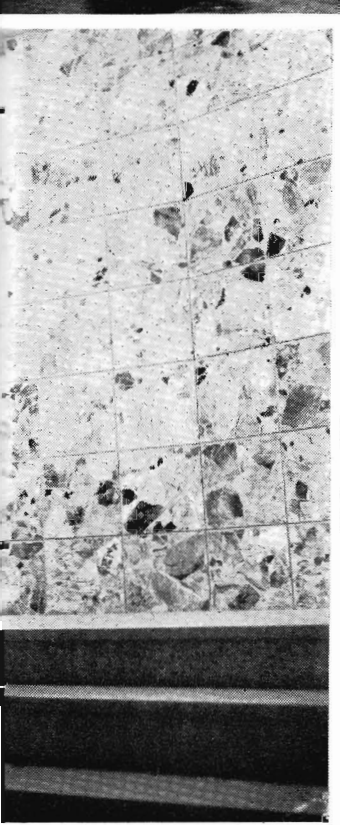
CAN YOU IDENTIFY THEM?

The above picture was taken of railway men, and children, at Kaniva on May 11, 1896, by a photographer, W. Simmonds. The location is the Madden Street crossing. The photograph was recently presented to the Kaniva District Historical Society. The man at the right is believed to be the stationmaster, G. Brown ; the names of the children are known—two are daughters of the stationmaster—but the Society would like to ascertain the names of the other adults. Possibly some retired railwayman may be able to help. If so, the Society would appreciate a line from him. The Secretary's address is Box 35, Kaniva P.O.

AROUND THE SYSTEM

CHAMPION COW : *Austral 2nd.*, held by Mr. G. Gordon of *Burragorong* Stud, Woodend, has good reason to look contented. She has just returned by train from the Sydney Show where she was judged the Champion Poll Hereford. *Austral 2nd.* was also Grand Champion at the last Melbourne Show.

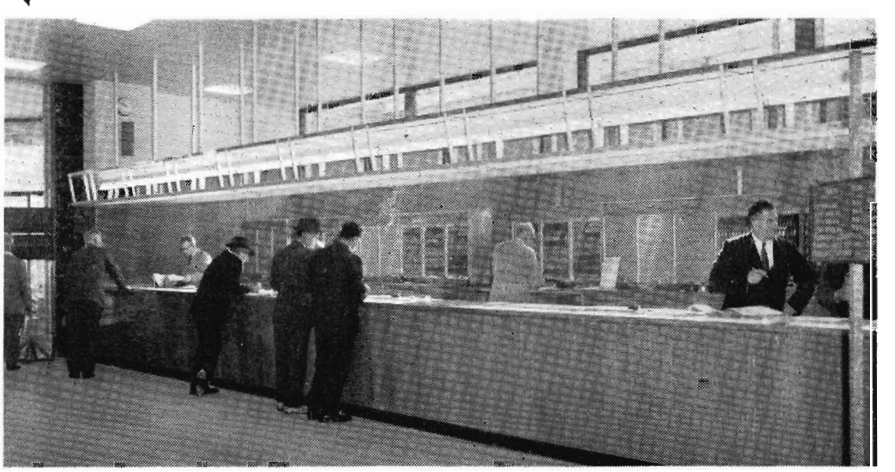
PIGGY-BUS : The unusual sight of a bus taking a rail trip was seen recently at Melbourne Goods, when this bus was loaded for Adelaide.



NEW SPENCER STREET STATION : First major section of the new station building was opened to the public on April 8. It comprises the main concourse at ground level and the basement.

▲ Cloak Room Assistant Frank Gavita places luggage on the conveyor that will take it to the basement. From there it is removed to the platforms by motor trolley.

◀ Stairway between the ground floor and basement is lined with Italian marble.



The interstate booking office at the new Spencer Street Station.

A stainless steel inter-urban electric train of the type used on the service over the Blue Mountains to Lithgow, and north to Gosford. NSWGR has 80 of these cars in service. They are operated in units of four, six or eight cars.

N. S. W. G. R.

With the advent of the new standard gauge line and, now, bogie exchange, (see story on page 68), traffic between Australian railway systems has increased. It is therefore an appropriate time to publish authoritative articles that will give Victorian Railways' staff a bird's-eye view of other State railways. The first of these articles is on Australia's largest system—the New South Wales Government Railways.

From the first modest 14-mile line laid between Sydney and Parramatta in 1855, the New South Wales Government Railways has grown to a massive 6,063 mile network of gleaming track, employing 50,000 and using 1,122 locomotives, nearly 3,000 passenger coaches and 23,000 goods vehicles.

The biggest industrial undertaking in Australia, the New South Wales Government Railways, is a compound of almost every trade and profession known to commerce and industry. Representing a capital asset of £307 million, it has a yearly turnover of nearly £90 million; the salaries and wages bill amount to more than £1 million a week, and materials to the value of £19 million are bought annually.

Last year, over 37 million miles were run by NSWGR trains, carrying nearly 253 million passengers and over 24 million tons of freight.

Passenger services

Across the span of a century, passenger journeys have increased from 99,000 to 253 million. In the past five years alone, over 1,250 million such passenger journeys have been made. In every day of every year a variety of trains, ranging from rail motors to diesel-hauled interstate expresses, are constantly moving over the extensive main trunk and branch lines that constitute the railway network of New South Wales. This never-ending conveyance of passengers requires in rural areas, the scheduling of 388 different services daily.

In Sydney's metropolitan area, 2,117 trains are needed every working day to transport nearly half a million people.

The gradual replacement of steam by diesel-electric and electric traction has been major policy within the NSWGR in recent years. This has led to an overall acceleration of schedules, provided greater comfort and convenience for passengers, and effected considerable savings in departmental operating costs.

Diesel-electric and diesel-hydraulic locomotives now in service total 190. An additional 21 diesel-electric locomotives are on order under current contracts, and a further contract will be let for 40 branch line diesel-electric locomotives.

Of the 41 electric locomotives in service, 40 are the " 46 " class 3,800 horsepower type, the most powerful locomotives in Australia.

On country services, the speedy, low maintenance diesel-electric locomotives have extended the scope for daylight travel.

Including *Southern Aurora* and *Spirit of Progress*, there are now 27 air-conditioned expresses operating throughout New South Wales and beyond. The number of services and the mileage covered by these trains daily is believed to represent a record for air-conditioned train services, probably unequalled on any other railway system in the world.

The extension of the electrified system to Lithgow in the west (97 miles from Sydney) and Gosford, in the north (50 miles), has brought into service stainless steel interurban trains for the benefit of near-country commuters. Provision of such electrified services to centres so far removed from Sydney has assisted the population spread to outer areas.

In the Illawarra district, to the south of Sydney, passenger train services have been greatly improved by the introduction of a high speed, self-propelled, air-conditioned *Budd* diesel train.

The speedy turn-round of suburban trains is made possible by the City Circle. On this unique system of electrified track trains travel around the loop in each direction every two minutes in peak periods, and, at other times, the average interval between trains is only six minutes.

The air-conditioned *Northern Tablelands Express*, shown near Hawkesbury River, provides a regular service between Sydney and Glen Innes, Tenterfield, Walgett and Moree.

As with most other of the world's railway systems, freight is the life-blood of NSWGR. Of the total earnings last year of £88,351,021, revenue from freight accounted for £60,448,374. Last year, the system carried 24,154, 564 tons—only slightly less than the all-time record tonnage of 24,207,846 hauled in 1960-61.

The movement of this volume of freight, over a distance of 16 million miles, required the daily employment of 25 express freight and over 800 scheduled local freight trains, made up of 23,000 vehicles.

Over 70 per cent of all freights carried by the NSWGR are bulk freights.

In terms of wagon loadings, coal continues to be the largest item. General merchandise, live-stock, bulk wheat, perishables and steel follow in that order.

The NSWGR, of course, handles the important task of lifting the annual wheat harvest from country centres. Last year, an all-time record haul of 88,015,459 bushels was carried, representing a 4.21 per cent increase on the 1960-61 lift, that had been the previous record.

As the great common carrier of a large proportion of the State's agricultural, pastoral, mineral and manufactured products, the NSWGR has in service units of rolling stock to meet the particular needs of many individual consignors.

A giant 92 ft. heavy-load wagon, the biggest ever built in Australia, is capable of handling out-of-gauge loads of up to 180 tons.

The advantages of specialized rolling stock, container facilities, economy rates and the bulk loading system, together with the benefits of standard gauge services, have all combined to provide shippers with a very efficient transport medium.

The *Newcastle Express* near Woy Woy; these air-conditioned trains complete the 104-mile scenic journey to the northern city in 2½ hours.

Behind the scene

Track maintenance is a continuing task within the NSWGR. Over 268,000 cubic yards of metal ballast, 1,000,000 sleepers and 20,000 tons of rails and fastenings are renewed each year.

For the renewal of track by re-railing, for re-sleepering and re-ballasting operations, as well as for general track maintenance, many new units of machinery have been introduced to replace the manual methods by which the tracks were first laid and hitherto maintained.

The increasing fleet of diesel-electric and electric locomotives are served in the £1½ million DELEC depot at Enfield.

A direct-reading Quantometer at this depot enables regular testing, by spectrographic processes, of oil from diesel units to determine the percentage and type of metallic substance present.

The installation of a 35-ton pit lathe, the first of its type in Australia, enables reconditioning of wheels by turning, without the previous need for completely dismantling bogies from the vehicles. This new wheel reconditioning process cut maintenance time from eight days to one.

The NSWGR provides training for trades apprentices at Sydney, Newcastle and many country centres. The Railways Institute, functioning as a branch of the Sydney Technical College, provides facilities for a sound and practical technical training.

Bridge building, in a State abounding in waterways, is an important aspect of NSWGR activity. In departmental workshops, pre-fabricated steel and concrete components are being manufactured constantly.

It is of interest to note that the steel components required for the duplication of bridges on Victoria's standard gauge line were fabricated in the NSWGR's Chullora workshops.

The future

Modernisation of rolling stock, and further improvement in services to the shipping and travelling public alike, allied to a continuing quest for new business, remain the NSWGR's basic objectives.

Mr. John Bangsund, V.R.I. Librarian, gives *his* account of an interview to find out

WHAT'S HAPPENING IN THE LIBRARY

Reporter : Good morning, Mr. Benson, I'm from *News Letter*. I'd like to ask you some questions to give our readers some idea of what's happening in the Library. Mr. Benson . . .

Librarian : Bangsund. My name is Bangs . . .

Reporter : My apologies. Of course.

Mr. Bankson, I understand you have been Librarian here since last August, when our good friend Mr. Norm Wilson retired. Mr. Wilson had been here for twenty- five years, had he not ? Yes. And who is your new Assistant Librarian, Mr. Bankson ?

Librarian : Miss Muriel Lawrence. You may have . . .

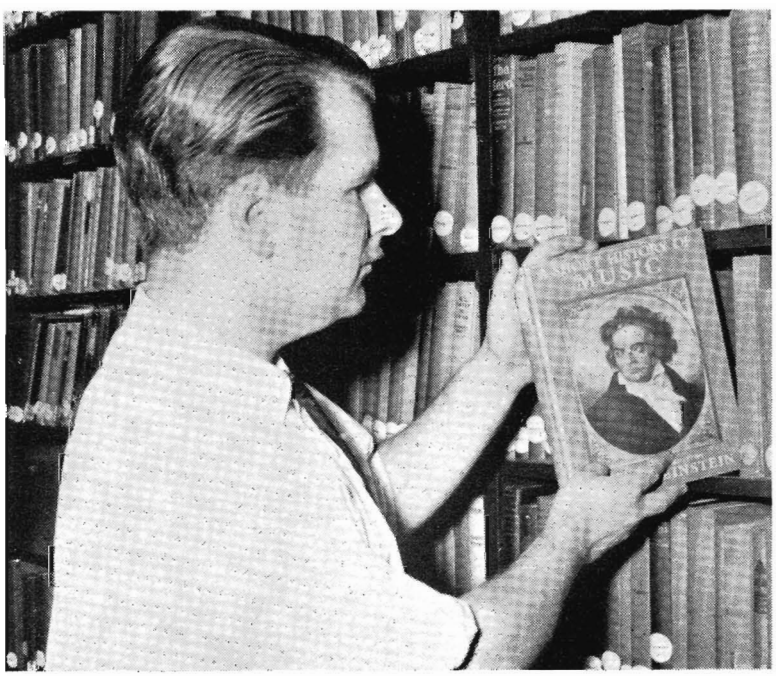
Reporter : Oh, yes, the charming young lady I spoke to some moments ago . . . Apart from your assistant, you have a staff of six, Mr. Bankson. Two ladies, two girls, two boys. All of them looked very busy just now.

Librarian : They may have seen you . . . that is, they certainly have enough to . . .

Reporter : I understand. Quite. I notice, by the way, a fabulous lot of new books in your Children's Section. Stories and yarns and fairy-tales and books on, well—just about everything under the sun. I believe members are allowed a free extra card for borrowing these books. And that the Library has encyclopedias and so on for children doing school projects to use.

Librarian : That is so. We . . .

Reporter : I see, also, a most interesting range of non-fiction books—many of the new ones bound in plastic : improves their appearance, doesn't it ?—travel books, and war and sport and music and so on. Particularly Australian ones. There are so many good Australian books nowadays, aren't there ? "Riverboats", "Woomera", "I, the Aboriginal", and that one about Captain Reg. Saunders . . .



Mr. Bangsund.

Assistant Librarian Miss M. Lawrence packs selected books for country readers.

Librarian : "The Embarrassing Australian". We have most of the best novels, too. Patrick White, Martin Boyd, Tom Collins . . .

Reporter : And the Australian writers—Timms, Thwaites, Maisie Greig. Talking of great names, I was interested to see your new Classics Section. All those impressive volumes of Dickens and Scott, Hardy, and the unpronouncable Russians. Even Plato. I suppose, Mr. Bankson, you would agree with Thoreau : "Shall I hear the name of Plato and never read his book?"

Librarian : Yes, I would. You've read "Walden"?

Reporter : No, I just noticed that quote on your desk calendar . . . I suppose you would add to that : "How shall I read Plato if the V.R.I. Library hasn't got Plato "

Librarian : Or Tolstoy, Mann, Balzac. You'd be surprised how many . .

Reporter : Well, let's press on. Time is short, and I should be asking you whether the Technical Section is still being well used, and if you've added many new motor repair manuals to it lately : whether it's true that the Library expects to buy around 8,000 new books during the current year, including well over 7,000 novels : whether exchanges are still decreasing, and if you think they will pick up in the near future : and whether you believe every railway man who can read will find plenty to interest him in the Library : could you comment briefly on any of these questions ?

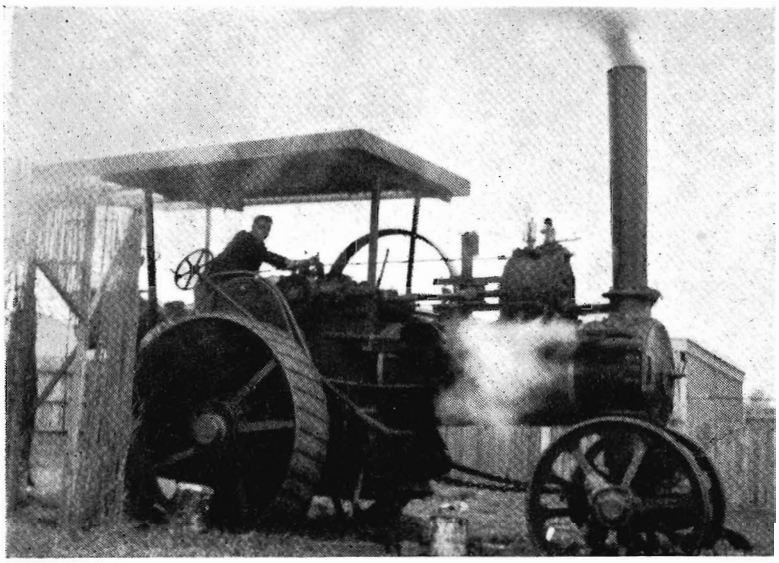
Librarian : Yes. To all your questions, I would answer : Yes.

Reporter : And anyone wanting advice on how to join or what to read could contact you on auto. 1574. Good. Well, this has been a very interesting talk we've had, though, if I may say so, you're certainly a man of few words. Would you just like to say a word or two by way of conclusion ?

Librarian . . . . .

AMONG OURSELVES . .

Heavy hobby



John Balding on his traction engine

STATION Assistant John Balding, of Clayton, has an outsize in hobbies. For over a year he has owned a Fowler steam traction engine that was built in England 52 years ago, and has had it in steam on more than 14 occasions. He keeps the engine on a rented piece of ground near his home and is restoring it, as far as possible, to new condition.

The engine, which works at 140 lb. pressure per square inch, weighs 11 tons and develops 35 to 40 h.p.

John says there is a renewed interest in steam engines and he looks forward to the day when steam engine "meets" will be held here as they are in England.

He has been in the railways for two years and was previously stationed at Mitcham and Caulfield. It is hoped to form a Traction Engine Club in Melbourne and John would be glad if any railwaymen interested in joining would contact him.

Apprentice award

Robert John Stewart, who was adjudged best apprentice for 1962 at the V.R. Technical College, is in his fourth year as an apprentice electrical fitter, and, at present, works at the Signal and Telegraph Division, North Melbourne. The award is made by the Apprenticeship Commission of Victoria and is open only to youths attending the V.R. Technical College.

From Singapore

ONE of the typistes who have worked on lists for the distribution of the Department's history, that is to be published next month, is Miss A. Chan, who came to Australia from Singapore to do a commercial course.

Miss Chan

When she first arrived some years ago, Miss Chan said, she was dismayed by the cold of winter.

"But", she added, "Australians are such a kind and pleasant people that their warm welcome made me forget the cold". Miss Chan began work in the Department early this year, but expects to return to Singapore shortly.

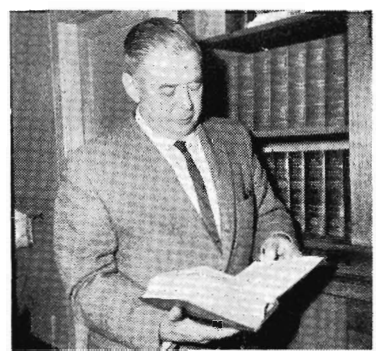
New C.M.O.

DR. Carl W. Dyring has been appointed the Department's Chief Medical Officer, succeeding Dr. C. S. Mallalieu, who retired last month. He heads a medical team of up to four doctors, responsible for the medical examinations of every railway employee, and also controls the Ambulance Section.

In his early years as a general practitioner, Dr. Dyring was in Western Queensland where he used a small aircraft to fly to patients on remote homesteads.

During World War II he served with the 1st Field Experimental Station on research work with chemical warfare, and was based mainly on an island off the Queensland coast, and in Melbourne.

After the war he returned to general practice until he joined the Department in 1958.



Dr. Dyring

In recent years he was instrumental in the formation of Casualty Union, a branch of the St. John Ambulance Brigade that supplies realistic "patients" for competitive first-aid work.

He has been President of the V.R.I. Philatelic Society for three years, and has a collection of more than 30,000 stamps.

In reply to a comment about his youthful appearance—despite his 60 years—Dr. Dyring smilingly attributed it to golf and philately.

"Both are good tonics", he added, "and obtainable without a prescription".

Thirsty ?

"JUG Beer 3d. per pint at Railway Refreshment Rooms" read the notice in the *Coalfields Gazette* and *Korumburra Times*. But it was in 1894, according to an old cutting found by Korumburra's present Stationmaster—Mr. R. H. Travers.

Institute Councillor

CRICKET, football and baseball form the sporting background of V.R.I. Councillor Mr. J. Fairchild. He played in interstate railway cricket at Sydney, in 1949, and Perth, 1950.

Mr. Fairchild

After playing for Williamstown and Footscray, he became an umpire with the Victorian Cricket Association. As a baseballer, he played "A" grade for Footscray and here again applied his experience to umpiring. He also played football for many years with Spotswood Workshops' team. Mr. Fairchild joined the Department in 1948. He is a fitter and turner at Spotswood Workshops and was appointed to the Institute Council in 1954. Ever since he has taken a keen interest in all V.R.I. activities and has represented the Council at various annual meetings of country centres.

Castlemaine family

SUB-FOREMAN Train Examiner A. C. Holden of Spencer Street, who recently retired, belongs to a family well-known in the Castlemaine district, the Holdens having lived there for 110 years. His grandfather in fact, was the first blacksmith on the local goldfields. Mr. Holden left the district in 1920 to start as a lad porter at Windsor. Soon after he was transferred to the Rolling Stock Branch. As a Train Examiner, he worked at Bendigo, Nyora, Woomelang, Ouyen, Echuca and other centres, and had been at Spencer Street for the last eight years. He has a son who is an electric train driver and a cousin is a shunter at Castlemaine. During retirement, Mr. Holden will be living at Mooroolbark.

Mr. Holden

C.T.C. extends

ON April 7 centralized traffic control signalling began on the 17¾ mile section of line between Bacchus Marsh and Ballan. This was the first time in Victoria that C.T.C. had been installed to operate from a country station—in this case, Bacchus Marsh.

Actually, the first C.T.C. system in Australia was installed between Eastmalvern and Glen Waverley in 1958. On the standard gauge line, the final section of 62 miles was brought into operation on March 4, completing the 188 miles of C.T.C. from West Footscray to Wodonga.

They can swim at Tallarook

IT was recently reported that a boy obtained his *Herald* swimming certificate at the age of four years and seven months. Yard Assistant K. Richardson, of Tallarook, points out that his youngest son obtained that certificate at four years and three months ; and now, six and a quarter years old, has his junior swimming certificate. Mr. Richardson's two other sons are also capable swimmers ; and the eldest, a 14-year-old, received his junior certificate at the age of five years.

Second last

MR. ALFRED J. HARRIGAN, who retired recently, was the second last in the Department of seven brothers. Noted for its remarkable record of railway service, four generations of the Harrigan family, going back as far as the 1850's, have worked in the V.R. Mr. A. J. Harrigan began in 1914 as an apprentice car and wagon builder at Newport Workshops and, except for two years at Bendigo, has been there up to his retirement. The only other brother now in the V.R. is Mr. Leo J. Harrigan, Electrical Engineering Branch accountant, and author of the Department's official history, due for publication next month.

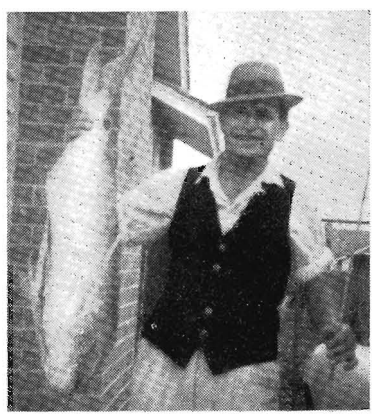
It's on again

IF you didn't go to the last V.R. Staff Ball, then you missed one of the biggest and brightest functions of the year.

But booking is now open for the next one—to be held on Friday, June 28, at the Palais de Danse St. Kilda. You can book by 'phone to Pat Williams (auto. 2091) or by personal application to Jim Whitfield, Room 61, Head Office. Over 1,000 went last year, so book early.

One that didn't get away

ONE of the keenest members of the V.R.I. Angling Club is Shunter "Nicky" Nearchou. He usually lands quite a few big ones and, on a recent trip in the club's launch *Barbaretta*, he caught, off Williamstown, the biggest one of the season—a snapper that turned the scales at 16½ lb.



Mr. Nearchou and 16½ lb. snapper.

Ball Committee meets

Cooking up bright ideas for the coming V.R. Staff Ball on June 28 are the Committee members—(*from left, standing*) Arthur Roberts, Bryan Williams, Kevin Cahill, John Conheady (V. Pres.), Ian Jelfs (Treas.), (*seated*) Maureen Harper, Elaine Scully (Sec.), Frank Storan (Pres.), Pat Williams (Ticket Sec.).

GOOD SERVICE...

Governor's thanks

HIS Excellency the Governor has asked me to tell you, before he leaves for the United Kingdom, how very much he and Lady Brooks have appreciated the services provided by you and your Commissioners and Staff during the period they have been in Victoria.

Visits to the country, which could have been very strenuous have been made so much easier because of the facilities available in the State Carriages, and the attention of those who have manned them. In this latter regard, the services of Mr. Jack Freeland have been outstanding, and His Excellency and Lady Brooks would be very pleased if you would convey to Mr. Freeland their thanks and best wishes.

They send to you their congratulations on the technical achievements of your Department, their gratitude and personal good wishes.

—F. G. Evans, Lieutenant-Commander, Private Secretary to the Governor, writing to The Chairman of Commissioners

Flinders Street First Aid

I am writing to congratulate you on the institution (some months ago) of your First Aid service at Flinders Street station. On Thursday last I had occasion to use this service after collapsing while alighting from a train. I received the best possible attention from the attendant on duty and was not allowed to leave until I was fully able to travel to work. Once again I would like to congratulate you and thank you for yet another service to the public.

—(Miss) Jillian C. Fischer, Clayton

A relative (a very sick man) was missing for some time on the Flinders Street station due to a misunderstanding. After he was discovered both he and his wife were in a state of collapse. Immediately after notifying your officials of their plight, friendly and efficient help was given. Your officer on duty that evening could not have been more suitable for the position, as she, with her kind, capable, and happy manner soon had them feeling much better. None of us were aware that such a valuable service was available. I must congratulate you on it and hope it continues as I am sure it will be appreciated by many.

—A. Wilson, 41 *Ruby Street, East Preston*

Highett accident

AS we were passing through the Highett station gate, on March 13, a young woman fell from a doorway landing on the platform. The train was moving fairly rapidly at the time but the guard was very alert and stopped the train immediately.

The guard assumed control and asked the signalman to call an ambulance, which arrived within minutes, followed shortly after by a police vehicle.

The conduct of the train crew and station staff during the incident was exemplary and the co-operation between the railways, the ambulance service and police was such that we feel it should be brought to your notice.

—W. L. Liddell, E. M. Wehasck, 409 *Little Collins Street, Melbourne*

Wangaratta R.R.

I would like to commend to you your staff in the refreshment rooms at Wangaratta. I had breakfast there before catching the express to Melbourne, and I would like to say the food was produced very promptly, the service was cheerful and pleasant, and the food well and cleanly cooked.

—Mr. T. W. Mitchell, M.L.A., writing to the Minister of Transport, Mr. E. R. Meagher

Visit to Diesel Depot

THE Victorian Division Committee of the Institute of Diesel Engineers of Australia (Inc.) thank the Victorian Railways Commissioners for allowing members to inspect the new Dynon Diesel Locomotive Depot . . . . The visit was extremely interesting to us all . . . One can see at a glance that attention to detail and safety are matters of paramount importance and it augurs well to even increase the wonderful record that the Victorian Railways have established with the Diesel Section of their System.

—W. Marshall, Secretary

A.R.E. Excursion

MAY I thank all railway staff for their cheerful co-operation with the running of our excursion to Stony Point. In particular, I would express appreciation of the help given by Mr. Bignall, of the Superintendent of Train Services, the Depot Foreman, North Melbourne, for the preparation of the locomotive, and last, but by no means least, Ken Haynes, our regular driver, who spent a lot of his own time in preparing the locomotive, and who was able to contribute greatly to the success of the day.

—M. A. Saunders, Excursion Organizer, Association of Railway Enthusiasts

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Gray, L., Bendigo North
Healey, E. M., Newport
Harrigan, A. J., Newport
Woolcock, E. C., Jolimont
Parissas, A., South Dynon
Abbinnett, G. H., Newport
Sestokas, J., Newport
Hargreaves, A. M., Ararat
Crowe, E. P., E.R. Depot
Nixon, W. F. L., Jolimont
Griffiths, J. S., Newport
Flanagan, J., South Dynon
Holden, A. C., N.M. Shops
Liebert, A. H., Newport
Visintini, A., Newport

TRAFFIC BRANCH

Ryan, M., Geelong
Saunders, J., Geelong
Harris, F. R., Melb. Goods
Lee, F. D., Melb. Goods
Larkin, V. J., Shepparton
Pearse, A. W., Sandringham
Courtney, C. D. S., C/- D.S. Geelong
McCarthy, C. B., Seymour
Diss, S. W. N., Bendigo
Edmonds, J., Heidelberg

WAY AND WORKS BRANCH

Grinham, R. C., Korumburra
Baxter, R. C., Caulfield
La Fontaine, R. A., Wangaratta
Bowden, J. McD., Geelong
MacDonald, R. H., Head Office
Bishop, J., Maryborough
Gamble W. C., Ironworks, Nth. Melb.
Foote, T., Ballarat
Kerr, R., Geelong

STORES BRANCH

Gill, C. T., S. & T., North Melbourne

ACCOUNTANCY BRANCH

Waters, C., Head Office
Anquetil, R. S., Head Office

SECRETARY'S BRANCH

Mallalieu, C. S. (Dr.), Head Office

...AND DEATHS

ROLLING STOCK BRANCH

Naughton, L. P., South Dynon
Graham, G., Ballarat North
Askwith, C. E., Newport

TRAFFIC BRANCH

Moyle, G. D., Ballarat
Davies, L. G., Altona
O'Sullivan, R. E., Melb. Goods
Gourlay, L. T., Melb. Goods

WAY AND WORKS BRANCH

Stryzak, M., Newport
Howell, J. E., Seymour
Walsh, W. J., Ballarat
Murphy, J. P., Ballarat

RON BAGGOTT'S SPORTS PAGE

The Maryborough rink, winners of the Fours Championship at Country Bowls Week : (*from left*) E. Maskiell, F. Johnson (skipper), J. Richardson, J. Harrop

Country Bowls Week

ONE hundred and twenty bowlers, comprising 32 rinks, took part in the Country Bowls Week fixture held recently at the Albert Park—V.R.I., Middle Park, St. Kilda and Melbourne bowling greens. Ballarat was represented by six rinks, Seymour and Geelong four each, Bendigo three, Ararat and Donald two each, and there was one each from Ouyen, Maryborough, Korong Vale, Dimboola, Traralgon, Morwell and Warrnambool ; the remaining four rinks were composite.

Excellent bowling and some exciting matches were seen. In the final of the Fours Championship, played over 18 ends, the Maryborough rink (consisting of J. Harrop, J. Richardson, E. Maskiell, with F. Johnson skipper) in a thrilling finish, beat Warrnambool by one point 17–16. Warrnambool was represented by A. Bellamy, P. Gill, V. Webb with A. Reaper as skipper.

The Pairs Championship final over 15 ends also provided a very close finish, with R. Eales (Wahgunah) and A. Vyner (Wangaratta) beating J. Harrop and E. Maskiell (Maryborough) 15–13.

In the Singles Championship final, L. Black (Seymour) bowled brilliantly to record a comfortable victory over L. Touhey (Korong Vale) while the Consolation Fours final was won by the Ballarat No. 2 rink (S. Williams, W. Sutton, C. Kisler and M. Wallis) from Traralgon which were represented by H. Tate, V. Gaywood, L. Lazarus and S. Findlay.

At the conclusion of play on the final day Mr. Commissioner E. P. Rogan presented the trophies won during the week to the successful players.

Football

THE V.R.I. Football League has started its 1963 season and in the first round of matches Suburban Lines (6–9) beat Codon (5–3) and Melbourne Yard (4–2) went down to Loco. (11–12).

Last year's premiers—Newport Workshops—had a bye.

The V.R.I. had selected a strong team to visit Port Augusta for the Interstate Carnival later this month, so, it was most disappointing to both officials and players when advice was received from the Commonwealth Railways Institute that South Australia, Tasmania and West Australia had withdrawn and the Carnival was therefore cancelled.

Table Tennis

A V.R.I. team was again successful in winning another pennant flag in the Northern Table Tennis Association Competitions. The winning combination was the C.2 Blue team comprising B. Smart, M. Carroll, G. Lewis and E. Walls.

With the entry of five teams in the Winter Pennant season of the Victorian Table Tennis Association, the standard of play by V.R.I. players should continue to improve.

The internal competition among teams from the various branches, depots and offices is assured of success this year with the entry of four ladies' teams and 16 men's teams.

On Sunday, June 2, the annual V.R.I. championships will be held in the Institute ballroom at Flinders Street. A special event—the Country Singles Championship—will be held. It is open only to country members. Here is a chance to become the V.R.I. Table Tennis Country Singles Champion for 1963. Entry forms are now obtainable from the Secretary of your local Centre or Sports Secretary, V.R.I. Flinders Street.

Men's basketball

BY finishing second in their respective sections of the last year's Business Houses Winter Competition both V.R.I. men's basketball teams earned promotion to higher grades for the 1962–63 summer competition.

Despite the loss of some experienced players, and injuries to others, the teams performed creditably, the No. 1 team winning 8 and losing 7 games to finish in fifth position, while the No. 2 team won 7 and lost 8 to finish seventh.

Graeme Bell was captain of the No. 1 team and the leading goal scorer for the season was vice-captain Ron Smith with 198 goals. The No. 2 team was led by John White with Ron Wyatt as his deputy. John was also leading goal scorer, with 147 goals for the season.

The Club has entered two teams in the 1963 Winter Competition and is looking forward to another successful season. It would welcome new players.

Tennis

THE V.R.I. Tennis Association recently held its State Championships at Royal Park.

The final of the Singles Championship (best of three sets) was an excellent match victory for B. Pearce (Seymour) over E. Williamson (Melbourne) in straight sets 6–5, 6–4, after a very keen battle.

Time did not permit the playing of the final for the Doubles Championship between B. Pearce and K. Bolton opposed to M. Barker and K. Payne. This match will be played at a date to be fixed.

In the metropolitan competition for the Dunkling Challenge Shield the finalists were Suburban Lines (premiers for the past five years) and Jolimont Shops. This was Jolimont's fourth consecutive attempt to defeat Lines in a final and there was great jubilation when they were successful. Scores : Jolimont, (6 rubbers 81 games) beat Suburban Lines (2 rubbers 62 games).

The Jolimont team consisted of L. Murphy (captain) K. O'Sullivan, B. Whelan and B. O'Donoghue. Lines were represented by K. Williams (captain), T. Sedmak, K. Wylie and M. Barker.

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VICTORIAN RAILWAYS

NEWS LETTER

JUNE

VR

1963

THE MONTH'S REVIEW

Containers for chemicals

BULK transport of goods—a railway specialty—continues to grow. Starting this month, three stainless steel containers, each 14 ft. long, will be put into service between Cook's River (N.S.W.) and Geelong. They will carry a chemical in powder form used by Shell Refining (Aust.) Pty. Ltd. The containers will be discharged pneumatically and carry back loading on the return trips to N.S.W.

70 this month

IT was 70 years ago, on June 30, that the first locomotive made at Newport Workshops went into service. In its original form it was an 0–6–0 tank type engine, 22 ft. 6 in. overall length, with 3 ft. 6 in. driving wheels, and 25 tons road-worthy weight. It was numbered 526, Z class. Ten years later, the engine was converted to No. 3 locomotive steam crane, and as such is still working. For many years the crane, with its polished trimmings always sparkling, was a handsome sight, but advancing years have considerably tarnished its youthful lustre.

Bogie Exchange

I have followed with intense interest the development of the bogie change operation which has been pioneered by your system.

In my estimation this innovation has made the most noteworthy contribution to Australian land transport since the diesel locomotive. Our experience of this system has been mainly concerned with Sydney Adelaide and Victorian country/Sydney traffic.

Transit time, and condition of goods on arrival has shown very marked improvement. We look forward to the extension of this system to other break-of-gauge points.

The Victorian Railways are deserving of congratulations on their fine achievements in this field.

—Peter Brown, General Transport Manager, Rudder's Ltd., writing to the Chief Commercial Manager.

Walkie workie

The communications consolette (*above*) in the Centralized Traffic Control Room at Head Office, is mobile so that, when traffic conditions necessitate, a second Train Control Officer may sit beside the first. At the top is the automatic telephone and buttons for the Melbourne–Seymour broad gauge control, using selector telephones. At the left is the "Sunday switch", so called because it enables the Controller to take over, on Sundays, the broad gauge as well as the standard gauge traffic. The lower telephone is for Head Office communication—with roster clerks, other Train Controllers etc.

FRONT COVER

V.R. HISTORY published :

Mr. L. J. Harrigan, author of "V.R. to '62" autographs copies of the history for Mr. G. F. Brown, Deputy Chairman of Commissioners (*left*) and Mr. E. P. Rogan, Commissioner.

In presenting Mr. Harrigan with the first personalized copy, the Deputy Chairman thanked him for the work he had put into the history which was "the result of a lifetime of study".

In replying, Mr. Harrigan paid tribute to the great help he had received from many railway staff in all grades and locations.

The distribution of the history is expected to be completed by the end of the month. More than 5,000 of the 6,000 copies printed have already been sold, and there is a steady demand for the remaining copies, which are available at £3 each plus postage.

Time and again, transport costs are quoted as the insuperable barrier to the development of secondary industry in country centres. In a talk, reprinted below, given by Mr. M. McLachlan, Chief Commercial Manager, before the 22nd Annual Conference of the Decentralization League at Mildura, he shows that this old

BOGEY IS A MYTH

The transport industry, and the Railways in particular, are frequently pilloried as the arch-villains in the story of decentralization. But, in fact, no other organization in Victoria has the same stake in decentralization as the Railways. Even if decentralization were not the declared policy of the Government, it would have the full support of the Railway Department, for it is only by the continued growth of population and industry in centres distant from Melbourne that the Railways can hope to gain the traffic volume necessary to fully exploit their great reserve capacity.

A big traffic demand is the very life-blood of efficient railway operations, far more so than for road transport where even the largest organizations consist essentially of a number of relatively small self-contained units. To set up even the minimum railway facilities necessary to meet modern competitive standards—50–60 m.p.h. tracks, efficient signalling and control systems, high-powered diesel and electric locomotives and their maintenance establishments, and so on—is a formidable task ; but once these facilities are there they are capable of handling very big increases in traffic at a very small additional cost to the community.

The financial well-being of the Railways depends upon a big traffic volume to reduce the overhead costs of providing and maintaining these facilities to a payable level, measured on a ton-mile basis. The essential basic traffics for which the railway system provides the only economic means of transport in the quantities required—wheat and other primary products, superphosphate, briquettes, and so on—are insufficient in themselves, at the low rates they return

Mr. McLachlan

to the Department, to cover these overheads and meet direct costs also. Therefore it is on the higher grade traffic in manufactured and partly manufactured goods that the railways must rely to bridge the gap. The growth of population and industry in country centres must necessarily be followed by an increased exchange of goods of this type between city and country.

Rates assist country

This appreciation by the Railways, of the importance of decentralization, is reflected in the railway freight rates structure, which is specifically designed to assist the development of primary and secondary country industries. Fertilizers and primary products are carried at low rates ranging from 2·15 to 3·70 pence per ton mile ; a good example (of particular interest to the Mildura district) is export dried fruit which is carried for 2.35 pence per ton mile. **Not only do the railways offer these very low rates but, what is just as vital, they provide the flexibility and reserve capacity required to meet peak traffic demands as they arise.** During the wheat harvesting season there are a lot of extra costs involved in supplying wagons in the numbers and at the places necessary to keep the silos at a level to allow the continued and uninterrupted intake of wheat ; but these costs are certainly not passed on to the farmer in the freight rates.

Secondary industries helped

Turning to secondary industries, there are reduced rates conceded for raw materials and products carried on behalf of Victorian country industries. These are designed to lessen any disadvantage that may be suffered through freight costs by a country industry relying on Melbourne as its main market. They apply to raw materials carried on the down journey (that is, away from Melbourne) and manufactured products moving to the city. These reductions, which are substantial, apply to a variety of country industries, including agricultural implement works, fruit and vegetable canning, jam manufacturers, milk condenseries, rope and twine works, wineries and woollen mills.

They represent a practical and worthwhile contribution by the Railways to decentralization.

This contribution to decentralization is made wholly by the Department as it is not recouped in any way by the Government.

Further assistance by way of a contribution towards freight charges paid is available, through the Division of State Development, to an industry which can supply convincing evidence that it is suffering from the burden of transport costs.

BUT.... HOW IMPORTANT?

At this point, the question arises—just how important are freight costs in influencing the distribution of industry within the State ?

The fact is that there are many industries for which freight costs need not present a serious deterrent, for the simple reason that they represent such a small proportion of the finished cost of each unit of production.

The New South Wales Division of Industrial Development and Decentralization recently made an analysis of freight costs as they affect certain industries—with surprising results.

The study showed that a sports shirt, retailing for £2, can be carried 200 miles in a goods train for ·352d.—or at a freight cost of ·075 per cent of the retail price. No country manufacturer of sports shirts will go insolvent meeting this freight cost.

If the sports shirt is sent by passenger train the freight charge is higher, but even then it is only a shade over a penny.

This means that a country manufacturer can send six dozen sports shirts by fast passenger train a distance of 200 miles to the city for the price paid by his city competitor to park his car for one day in a city parking lot.

The New South Wales study showed that freight costs for raw materials would not, as a general rule, exceed those of the finished article. So for about 2d. an article, raw material could be freighted one way, and the finished goods the other.

Certainly all these two-pences add up, and a manufacturer might say that he is worse off than his city competitor.

Country advantages

But this ignores other advantages enjoyed by country industries—a more stable work force (40 dozen shirts could be railed 200 miles for the price of a small "situations vacant" advertisement in a city newspaper) ; less absenteeism (48 dozen shirts can be freighted 200 miles for the cost of a day's wages of an average employee) ; and more production per head, compared with city factories.

Many other items have been similarly analysed by the Division. A typewriter, for instance, selling at £90, can be carried 200 miles for 7/4d. This represents 0·39 per cent of its selling cost. A £10 battery goes the same distance for 4/2d., or 2·08 per cent of its selling price, while a £6 woman's frock freights 200 miles for a half-penny.

There are, of course, instances where freight costs represent a burden on country industry, but it should be emphasized that this is not the universal pattern.

There, is without any doubt, a whole range of industries which would not be affected by freight charges if they pulled up their present roots in the city and moved to a country centre.

The figures quoted are, of course, from New South Wales, but Victorian freight rates are in nearly all cases lower, so that the arguments are equally applicable to Victoria.

It is clear that country centres interested in attracting industries from the metropolis should make a very close study of the low incidence of freight costs on many types of industries, and give a great deal more publicity to this positive argument for decentralization.

TRANSPORT FREEDOM WILL NOT HELP

Another assertion which often appears in the evidence given before the Parliamentary Decentralization Committee is that all that is needed to trigger off a wholesale movement of industry to the country is freedom of choice between road and rail transport. If this assertion has any sound basis, we should expect to see a remarkable growth of industry in towns within a radius of 50 miles from Melbourne, where such freedom of choice is provided for in existing legislation, and also at places immediately over the border where there is complete freedom of transport under Section 92.

That there is no sign of such a move taking place is further proof of the fact that both transport costs and freedom to choose the means of transport are greatly overstressed as factors determining the location of industry.

In the modern industrial world there are very strong forces causing major industries to group themselves in a relatively small number of huge complexes. They are :

- the interdependence of one industry on another ;
- the economics of large scale production ;
- the availability of many different types of skills ;
- the proximity to a large reservoir of labour, ensuring the ability to readily expand or diversify.

These forces are so strong that, when industries do not establish themselves in the metropolis they usually go to one of the larger provincial centres where an industrial background is already established.

If decentralization is to make any real headway in Victoria, efforts should be concentrated on encouraging greater industrial development in existing provincial centres where it already exists. With the mechanization of our primary industries, the only way an increasing population can be absorbed is in cities and towns ; in other words, by increasing centralization. *The problem is to control this centralization and spread as much of it as practicable over centres other than Melbourne.* However, the number of centres in Victoria capable of this type of development will never be large.

Does country subsidize city ?

A fallacy that receives an airing from time to time is that, because the Railway Department's freight business results in a profit and the suburban passenger business in a loss, the country dweller is subsidizing the city worker.

For a start, this argument overlooks the fact that country passenger services lose far more heavily than suburban. On an absolute basis, the loss on country passengers is nearly twice that on suburban ; per passenger mile it is five times greater ; and per passenger carried it is sixty times as great.

The real fallacy in the argument, however, lies in its assumption that, while the country *consumer* pays the freight on goods produced in the city and railed to the country, it is the country *producer* who pays the freight on country produce railed for consumption in the city. This, of course, is not so. The only logical approach is to accept that the final price to the consumer of every article sold covers *all* its costs of production, including freight ; this applies irrespective of who actually pays the bill to the transport operator.

The city consumer, therefore, is contributing quite a large share of the Department's freight bill from traffic originating in the country.

One-quarter from interstate

Moreover, with the growing industrialization of the State, the nature of our freight traffic is becoming more diversified, with the emphasis moving from primary products to industrial raw materials and finished products handled in bulk. No less than 26% of our freight revenue now comes from interstate traffic, consisting almost entirely of manufactured goods moving between capital cities, steel products moving from, and scrap steel moving to, the steelmaking centres of New South Wales.

That portion of our goods traffic on which the countryman can reasonably be said to be meeting the freight charges, namely, raw materials and manufactured products hauled for country consumption and primary products hauled for export, accounts for a little less than 50 per cent of our total freight revenue. **The rest is being met by secondary industry or city consumers.**

Satellite towns

One aspect of decentralization which is put forward from time to time is the possible development of satellite dormitory towns, within a radius of 50 miles or so from Melbourne, as an alternative to a continuation of the outward spreading, all-embracing suburban sprawl. The railway periodical fare structure is particularly helpful to developments of this type—for example, the cost per week of a monthly periodical ticket from Woodend to Melbourne (48½ miles) is £1.9.5d., only 5/5d. more than from Frankston (26½ miles) and certainly no more than it would cost many a suburban motorist to drive daily to, and park his car in the city.

V.R. SPREAD

So far, the Railway Department's contribution towards decentralization, in its relations with the rest of the community, has been dealt with. But the Victorian Railways itself is very effectively decentralized.

About one-third of all railwaymen—roughly 10,000—are located in the country.

The railways are, therefore, one of the State's biggest decentralized industries, distributing in the country about £9 million a year in wages.

The second aspect of this question is the distribution of the staff over the State and the incidence of variations in particular places. With such a large number employed, it is inevitable that changed conditions can bring about an ebb and flow of staff at particular places. This happens regularly each year in the wheat areas, where the staff at many places is augmented temporarily to handle the harvest movement.

Moreover, where there has been a decline at one place due to reduced activity in some particular direction, other railway changes at the same place have resulted in the overall number employed being maintained or, in some cases, actually increased.

This applies especially at towns where there are locomotive depots. Because diesel and electric locomotives can run much higher mileages without attention than steam, and also need more skill and specialized equipment to maintain them, the servicing of the Department's whole fleet of these locomotives is concentrated in a single depot at South Dynon, Melbourne. This must necessarily result in the progressive closing of redundant country steam locomotive depots as the change from steam to diesel takes place. The consequent staff reduction is being achieved by a gradual tapering down due to natural wastage, with staff transfers kept to a minimum.

At several of the places where this is happening, increased railway business—for which, incidentally, the diesel locomotives would be at least partly responsible—has led to an increase in the number of employees in other sections, with the result that, taking one town with another, the overall employment figures are being maintained.

More staff in country workshops

The workshops at Ballarat and Bendigo are also good examples of the active support the Commissioners give to decentralization as a general policy. In recent years, both workshops have been enlarged and the range of work done, considerably widened. Carriages and wagons previously overhauled in Melbourne are now sent to Ballarat and Bendigo, while many components for suburban train maintenance are now made or repaired at those two workshops.

With the recent installation of wheel and axle turning equipment, Ballarat has been made the centre for the reconditioning and distribution of wheel and axle sets for both the Ballarat and Geelong districts.

This growth in the workshops' size, and the greater range of work handled, has naturally led to substantial increases in their staff. In the past eight years, staff at Ballarat North Workshops have risen from 480 to 660, and at Bendigo North Workshops from 445 to 710—an additional 445 employees at those two locations alone.

Suggestions have been made that, to offset the gradual reduction in locomotive depot staff at places such as, for example, Ararat, a repair depot be established there. (The overall number of railway staff employed at Ararat has fallen by about 16 in five years.) But, with the fully equipped Ballarat Workshops, only 57 miles away, the establishment of duplicate facilities at Ararat—even to a smaller extent—cannot be justified economically or practically.

It can be seen, therefore, that the adoption of modern methods and equipment has brought about changes which have reduced railway staff at some places but increased them at others. The overall effect is at least to maintain the total number of staff employed in the country.

Ally . . . . . not enemy

The railways are an active ally, not an enemy, of decentralization.

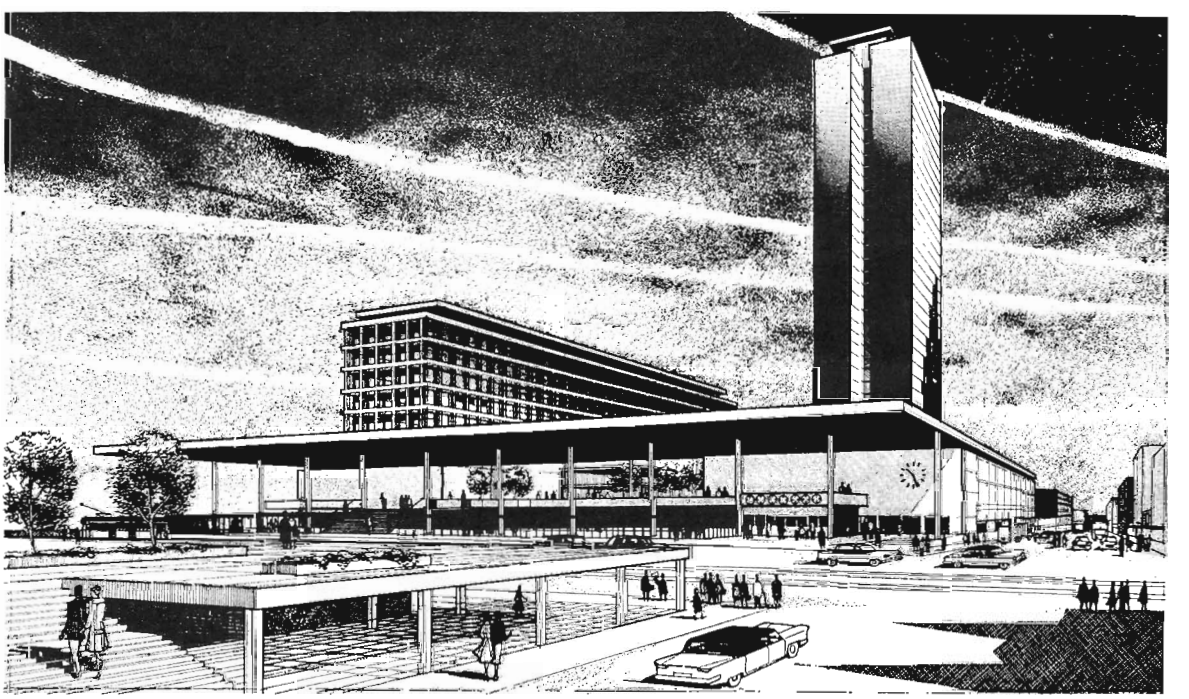
They thrive on volume ; the more work they get, the better their services become and the lower the unit cost. Railways are necessary if the primary industry of the State is to survive ; but a railway system starved for traffic can never reveal more than a fraction of its true potential.

£30 MILLION PLAN FOR FLINDERS STREET

LAST month, one of Melbourne's biggest and most important projects was announced jointly by the Minister of Transport, Mr. E. R. Meagher, and Mr. H. K. Jones, Managing Director of H.K.J. Pty. Ltd., the company that has signed an agreement with the Commissioners to develop the Flinders Street station site.

The plan, when completed, will remove old landmarks and radically change the Flinders Street station area and the vistas along Elizabeth and adjoining streets.

Instead of the familiar clock tower that has closed the city end of Flinders Street for over 50 years, a tall building soaring up to 30 or even 60 storeys is planned. And, of course, the dome at the Swanston Street end—one of Melbourne's most photographed and most characteristic landmarks—will also disappear.



Artist's impression of the planned new Flinders Street Station buildings, viewed from St. Paul's corner. In foreground is a part of the open plaza of the Princes Gate development (see last month's *News Letter*).

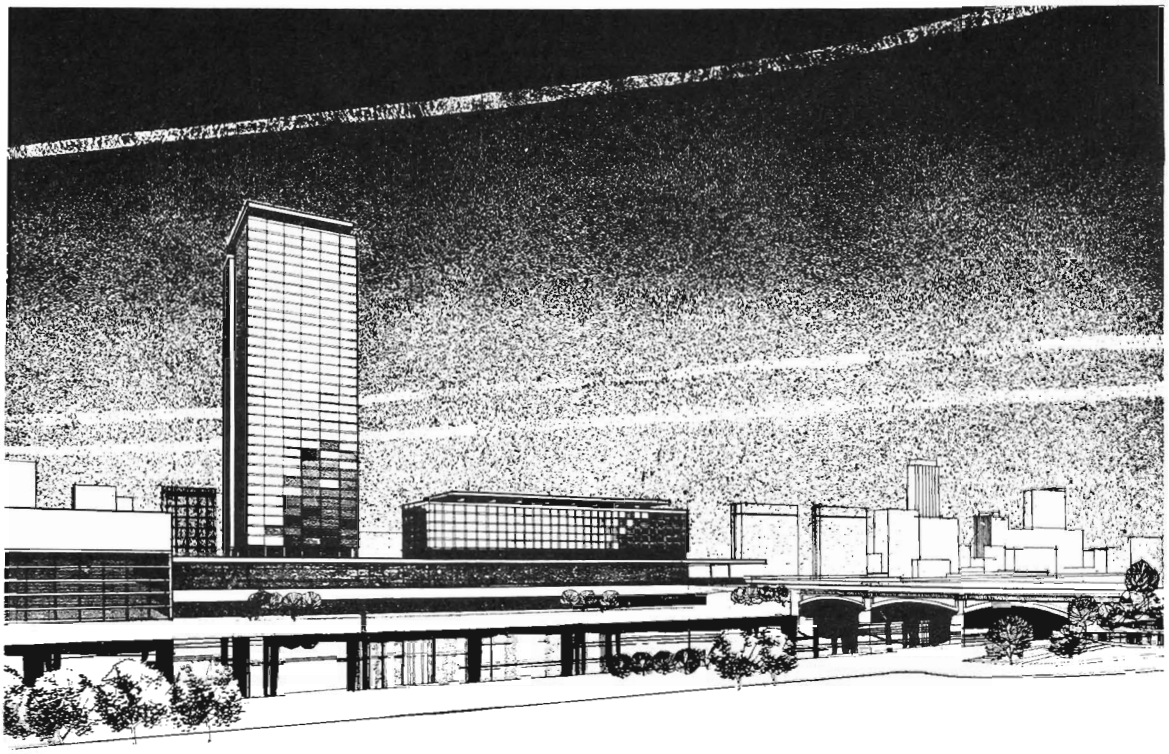
The company behind the plan—H.K.J. Pty. Ltd.—has been formed by 50 Melbourne businessmen and has a 99-year lease on the 10-acre site. Directors of the company are city solicitor Mr. R. N. Vroland (Chairman), development and marketing consultant Mr. H. K. Jones (Managing Director), city accountant Mr. M. I. Tomlins, and master builder Mr. F. O. Watts.

Development of the site will need the approval of the Melbourne and Metropolitan Board of Works, Melbourne City Council and other authorities controlling the City of Melbourne.

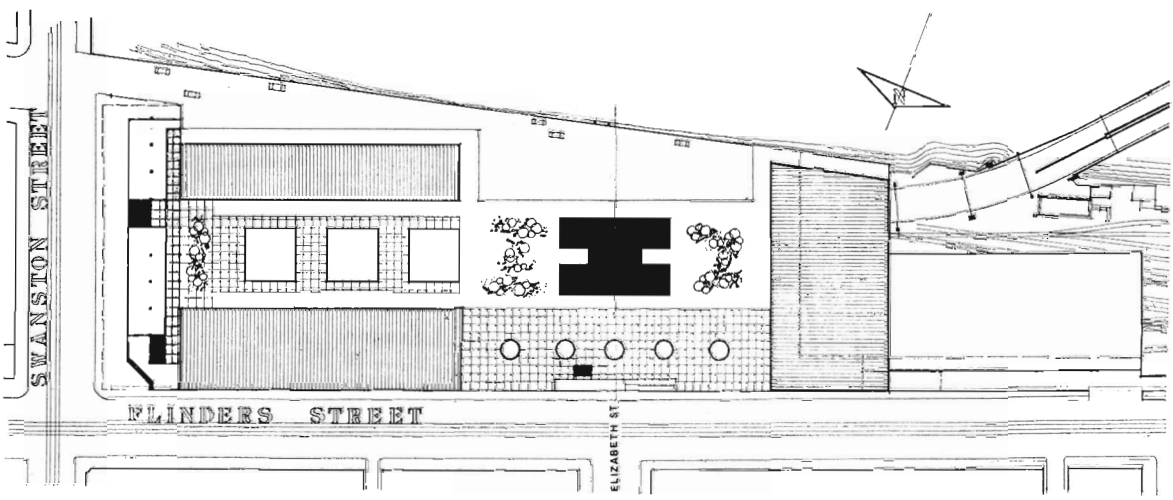
Exhaustive tests of the Flinders Street railway station site by the company's architects and their consulting structural engineers have confirmed the suitability of the site for the project.

Freestanding low and tall buildings will be erected and the site developed with due regard to the surrounding landscape and buildings. If the City Council approved, the buildings could be higher than any now in Melbourne or, up to the present, planned.

Every effort will be made to prevent interference with the views and outlook of the historic St. Paul's Cathedral.



Artist's impression of the buildings, viewed from the south bank of the river.



Ground plan of the scheme

Other important details include :

- a spacious city plaza or square surrounded by the buildings ;
- a service road skirting the Yarra river side and leading from Princes Bridge through to Queen Street ;
- provision of a shopping mall, specialty shops, office buildings, a hotel, permanent manufacturers' exhibition, reception room, theatre and professional suites.

Work will begin next year, the company announced. It will be done in stages and completed in seven years. Money for the estmated cost—£25 to £30 million—will be obtained from five overseas countries and Australia.

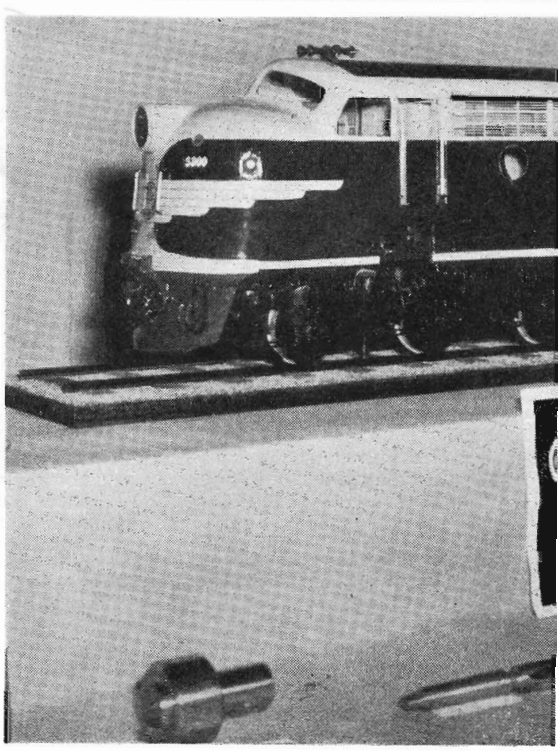
As far as the Railways are concerned, there are problems associated with the plan that the public may not, at first, fully realize. During construction, trains must be kept running punctually—nearly 2,000 are scheduled through the station on week days—and the big peak hour crowds handled with a minimum of inconvenience.

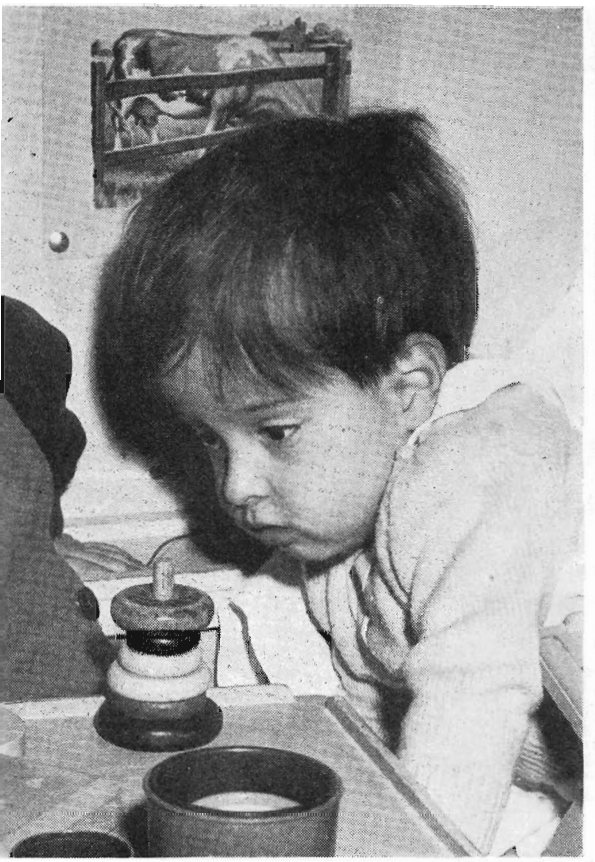
Building of the present Flinders Street station began in 1901 and was completed in 1910. Its design was the result of a competition, arranged by the Victorian Railways in 1899, which attracted 17 entries. First prize, worth £500, was awarded to Messrs. J. W. Fawcett and H. P. C. Ashworth, both of the Existing Lines Branch ; their plan portrayed the building as it exists today.

AROUND THE SYSTEM

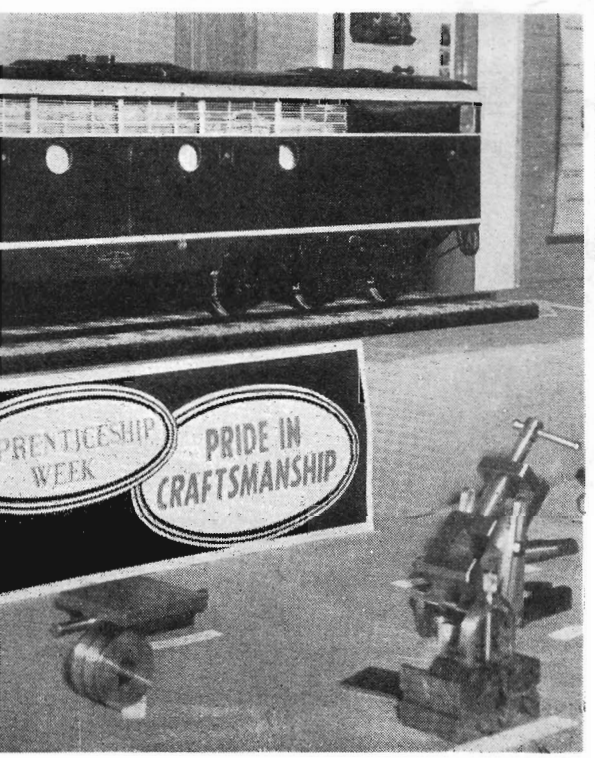
CHILDREN at the Orthopaedic Hospital, Mt. Eliza, are using some of the equipment provided by the hospital's Railway Employees Auxiliary. Donations made by railway staff have now passed £28,000.

THEY'LL STOP TRAINS : Although, these days, no one seems to be beating swords into ploughshares, the Victoria Police and the Victorian Railways co-operate to turn pistols into brake blocks. A batch of those firearms is being placed in a bin for loading into a furnace at Newport Workshops Foundry. After smelting with the other metal in the furnace, they will be cast into brake blocks. The weapons have been confiscated or surrendered, and those not suitable for use by the police are destroyed in this way.





MAINTENANCE of the millions of pounds worth of Departmental buildings is a never-ending job. At Mirboo North, Plumber F. Clowes (on roof) and his assistant, L. Cottier, are renewing the roofing iron on the station verandah.

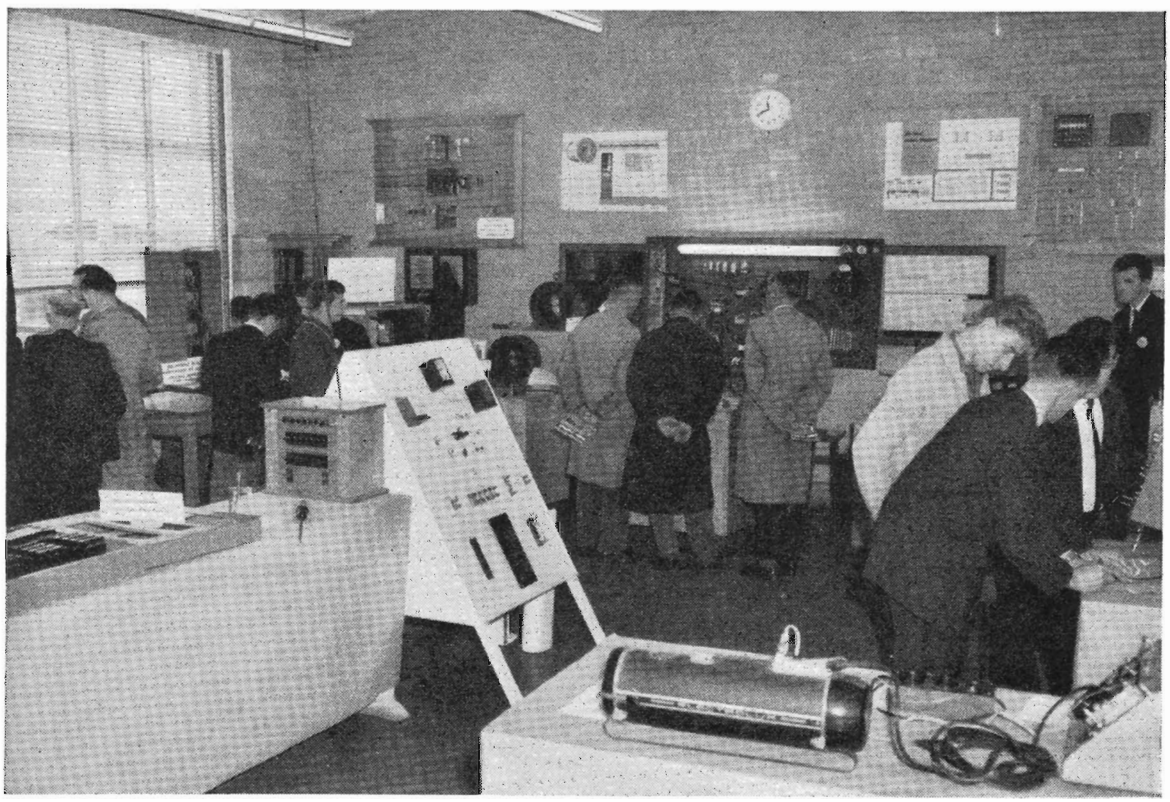


TWO JOBS IN ONE : One of seven special wagons that carry the consignor's flour in bulk and advertise it at the same time. The wagons are discharged pneumatically.

NEW MODEL : Shown at the Apprenticeship Display at the V.R. Technical College, this 1/12th scale model of S 300, made at the Fitters and Turners Training Centre at Newport Workshops, is one of the latest additions to the Department's fleet of models. Building them provides excellent training for apprentices and valuable models that will be used for many years in railway publicity. When placed in displays models are always crowd stoppers.

TRADES BEHIND THE TRAIN

AS the Department's contribution to Apprenticeship Week, the V.R. Technical College and the apprentice manual training centres at Newport Workshops were open for public inspection last month.



General view of exhibits in the electrical display.

Graeme, an apprentice fitter and turner, demonstrates the use of a surface gauge to his parents Mr. and Mrs. D. Whitaker (left). At right is Mr. J. A. Douglas, College Principal.

At the college was a fascinating display that revealed something of the great variety of skills needed to operate a modern railway system. It was a cross section of the crafts behind the train. In the various rooms were exhibits of work from 25 grades of apprentices—a variety that few other industries in the State could equal. Also in the area was the Department's mobile display featuring its model railway and supplying general railway information.

Attracting much attention were the nine accurate 1/12th scale models of a diesel-electric locomotive, roomette, sitting carriage and various freight vehicles. Most were built by apprentices.

The display, as a whole, was educational on three levels :

- to apprentices who saw what youths in other trades were doing ;

- to their parents (and also Departmental supervisors) who could see the sound training the lads were receiving ;
- to members of the public who could realize the " brains behind the trains ".

All of the youths' parents were invited, and—considering the display was held during the week—quite a large number accepted. Indeed, in one training centre where there are 48 lads, the parents of 45 of them came. Some arrived from as far as Wangaratta, and even from Murrayville, 356 miles away. While there, parents were able to meet their lads' supervisors and talk over any problems that the youths might have.

All the apprentices in the metropolitan area and groups from Bendigo North and Ballarat North Workshops were invited. The latter two groups comprised those who had not visited one of the previous displays.

At regular intervals, buses left the College to take visitors to the manual training centres where they saw apprentices engaged on their normal trade training projects.

Educational experts were considerably impressed by the display ; and members of the public commented favourably on the way in which information was so readily supplied by the youths in charge of the various exhibits.

As well as the Newport exhibition, there was an eye-catching display—*Trades Behind Trains*—at the Victorian Government Tourist Bureau in Collins Street. It featured a 1/12th scale model diesel-electric locomotive made by V.R. apprentices, and modern railway equipment that the boys would eventually maintain as qualified tradesmen.

The 1/12th scale models on exhibition.

Instructor D. Martin shows a teaching aid to Mrs. N. Arkley. At right is her son Robert, an apprentice fitter and turner.

HOLIDAY AT 100

AT the age of 100, Miss Minnie Browne, of Gardenvale, decided to take a holiday in Sydney.

It was the first time she had been out of Victoria since she was seven.

So, accompanied by a friend she simply boarded *Southern Aurora* and after a short stay in Sydney returned by the same train last month.

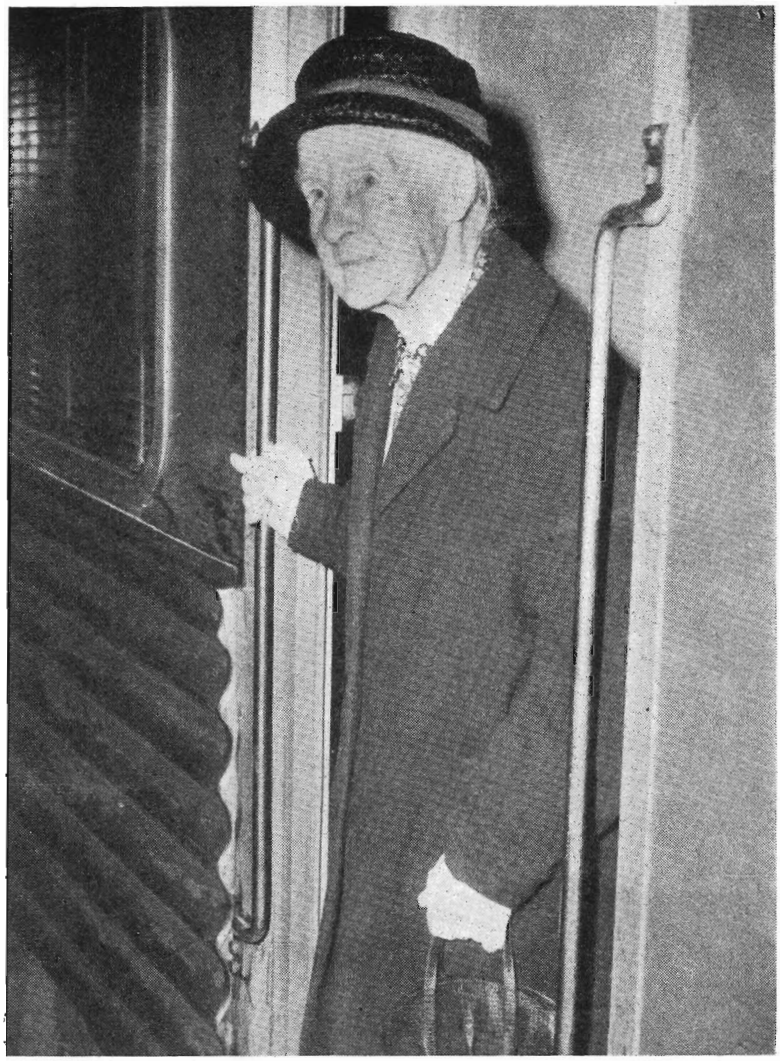
" I went by *Southern Aurora* on the recommendation of a friend " Miss Browne told *News Letter*.

" I had a most enjoyable trip .... the conductor was wonderful .... and that breakfast in bed very nice ", she added.

Miss Browne came to Victoria as a child, in 1869, from Hobart where her father was City Surveyor.

At first the family lived in Prahran and she recalls the convict gangs working at road mending and the aboriginals living in humpies along Dandenong Road. At her home in Prahran the natives would call to give displays of boomerang throwing in return for a coin. Later the family took a house in Malvern, in which suburb she lived for nearly 90 years.

Next month Miss Browne will be 101 and has decided to celebrate her birthday with a trip to Adelaide on another of Australia's finest trains—*The Overland*.



Miss Browne arriving in Melbourne by *Southern Aurora* last month (*Age photograph*).

A SHAVING MYSTERY

Do you get a better shave on trains?

THIS question was raised recently by Mr. W. H. Day, a city chemist, who strongly maintained that he definitely does get a better shave on trains, and asked if the Department could throw any light on the matter.

Mr. Day explained that normally it takes him about 15 minutes to shave as he has the difficult combination of a tough beard with a tender skin. He uses a well known brand of safety razor blades but can only get one really good shave out of each blade.

While on a rail trip to Brisbane, about two years ago, he found he could get a much better shave in about a quarter of the time. At that time, he attributed it to a packet of extra good blades.

Recently, Mr. Day went to Perth by train and the same experience was repeated. The blade sliced through his beard and gave him quick and easy shaves. To use his own words, his " whiskers cut like butter ", and he shaved in three minutes. What is more, he obtained three shaves from the same blade, instead of the usual one.

Yet, after leaving the train, shaving was as difficult as ever at his Perth hotel.

Mr. Day has experimented with adding softening chemicals to the shaving water at home, in an attempt to get the same easy shaves, but, so far, without success.

Departmental experts can offer no explanation to account for Mr. Day's experience. If any reader has a likely theory, *News Letter* will be glad to know of it.

LINES FROM OTHER LINES

The world's first direct-fired, coal-burning gas turbine-electric locomotive which is undergoing road tests on the Union Pacific railroad (America). Designed and built by Union Pacific, the complete locomotive is rated at 7,000 h.p. It consists of a 2,000 h.p. diesel-electric unit, a 5,000 h.p. coal-fired gas turbine unit and a tender which carries coal pulverizing equipment and coal. Total length of the two units and tender is 215 feet. (*Railway Age*)

A private underground

WHEN the usual problem in American cities—traffic congestion caused by private motor cars—threatened decay of the main business area in the Texas city of Fort Worth, Leonards, the biggest department store in the town, came up with a new answer in a private underground railway of its own.

Previously, the firm had bought a large area for free parking, some distance away from their huge emporium. Customers then travelled by bus to the shop. But the buses gave a slow and hot ride. So Leonards built a private, mile-long, double-tracked underground tunnel running between the parking area and their shop—which extends over four blocks. The rolling stock consists of five tram cars equipped with modern seats and air-conditioning.

The underground, opened recently, can carry up to 500 passengers from the parking lot to the store's basement every 3½ minutes.

It begins running at 7.30 a.m. even though the store does not open till 9 a.m. and the ride is free.

Snake-pit

LEWIS MUMFORD, the well-known authority on urban and regional development, in an article in the New Yorker magazine, hit out at Britain for its failure to profit from United States' mistakes in transport.

"Britain", he said, "has lately brought forth a new society dedicated to the perverse object of wiping out the nation's railway system and bringing both people and goods into London by bus and truck. Apparently only the blind and the halt fully qualify as traffic experts. Somewhere I've seen the U.S. highway network related to the famous Greek statue of Laocoon—the old fellow and his sons being sqeezed to death by some big snakes. A perfect representation of any large U.S. city today—and more serpents on the job every time you look".

(*Railway Gazette*)

Another farm shifted

SIR . . . The news item "Train Shifts Farm" on page 58 of your April issue brought to mind a similar journey in Victoria 43 years ago. In May 1920, a farmer chartered a special train to move his family, furniture, pets, livestock and implements from Boolara to Piangil.

I well recollect the hectic time we had unloading the cattle and sheep in particular, getting them past the curious onlookers in Piangil, and over the Murray to Goodnight, N.S.W., a distance of 9 miles. This involved several crossings by the old punt at Tooleybuc, the capacity of which was very limited, and by the time the whole move was completed we had all "had it".

—*Harold W. Holden, 40 Wallace Avenue, Murrumbeena.*

The woman's touch

A major western U.S. railroad—the Burlington—has a reputation for its skilful wooing of passengers. A firm believer in the future of railroad travel, this road pampers passengers with fine equipment and service, says an article in *Modern Railroads*. One of the Burlington's secret weapons to increase its passenger traffic is Mary Lou Gordon, its Supervisor of Passenger Services. Just about any problem that concerns passenger comfort concerns Miss Gordon.

"Railroads can't fight time", she says, "but they can sell the comforts and advantages of train travel . . . ."

Expressways

BIGGER and better expressways breed bigger and better traffic jams. This, essentially, was what an independent engineering firm found during an 18-month study of Chicago transport. In their report, the firm recommended, among other things, a £17 million extension of Chicago Transit Authority's rapid transit system in the middle strip of an expressway as "the most effective means of reducing traffic congestion" on existing highways. "Effective public transportation is . . . . . a necessity if the benefits of a free-flowing transportation system are to be realized," was another conclusion of the report.

—(*Railway Age*)

AMONG OURSELVES . . .

Yallourn's A.S.M's.

Assistant Stationmasters S. Findlay (*left*) and H. Collins (*right*) are both well known residents of Yallourn. Mr. Collins has been there for 26 years and Mr. Findlay, 14 years. They are both keenly interested in local football, cricket, and bowling clubs.

First V.R.I. Lecture

RAILWAYMEN who are planning careers for their sons will be interested in this season's first V.R.I. lecture which will be held in the V.R.I. Ballroom, Flinders Street on Wednesday, June 26, at 7.30 p.m.

The subject will be *Training of the Railway Apprentice* and will be presented in the form of a display to be followed by four lecturettes—

The Selection of the Apprentice, (Mr. R. Turner, V.R. Employment Officer) :

The Apprentice at the Various Railway Training Centres. (Mr. S. Curwood, Senior Instructor) ;

The Apprentice at the Newport Technical College, (Mr. A. Douglas, College Principal) ;

The Apprentice in the Workshop, (Mr. R. Curtis, Supervisor of Apprentices).

In addition to a display of models and equipment relating to the various trades, and actually made by the apprentices, working exhibits of lathes, etc., manned by the lads will be in operation.

At the conclusion of the evening, a light supper will be served to all who desire it. Free rail passes for off-duty country railway staff who wish to attend are available. Applications for a pass should be made to the General Secretary, V.R.I. Flinders Street.

Leads Centralian tour

LEADER of a Youth Hostels Association tour to Central Australia is Mr. Alan Holliday, a clerk at Melbourne Goods. Leaving by *The Overland* on August 4, the party will establish a base camp at Alice Springs (for which they are taking a portable hostel) and make trips to Ayers Rock etc. as required. They will be returning on August 18–21. Alan points out that the party is open to any *News Letter* readers provided they notify him before July 2. The cost, for those who have a pass, is £37 inclusive ; without pass, £55.

Another super record

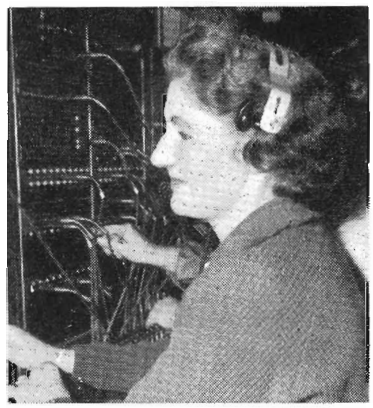
THE record daily loading of superphosphate made on March 19—9,904 tons (617 wagons)—was exceeded on April 4 when 10,423 tons (651 wagons) were loaded.

Teamwork

MAY I pass on the story of a lost child, namely, my daughter, Christina, aged 3½ years, who was missing for four hours on Thursday afternoon.

The story deals with the wonderful assistance we received from police and railways.

We live just outside Ascot Vale railway station. When my daughter was missing for a period I contacted the Missing Persons Bureau. I was then advised to contact railway central automatic, which I did with remarkable results.



Mrs. Young

Two operators, Aileen and Nancy, (all the information they gave me when I thanked them) connected me with every station from Broadmeadows to Sandringham.

All I had to do was hang on, then pass to every stationmaster in turn Christina's description.

To me this was a remarkable effort. It was done in a manner so courteous and obliging that you would think it was an everyday occurrence.

To say " thank you " seems somewhat inadequate and I only hope that you may be able to pass on publicly our heartfelt thanks and gratitude to the Railways and Missing Persons Bureau.

—*Mr. and Mrs. C. Harty, Ascot Vale, in Melbourne " Age "*. (Railway telephonistes were Mrs. Aileen Young and Miss Nancy Le Fevre of the Head Office exchange. Ed.)

Miss Le Fevre

Children's Library

MANY children—and young teen-agers—have been delighted to find a special section of their own at the V.R.I. Library.

During the last six months, hundreds of new books, covering a wide range of interesting subjects, have been bought.

Members may borrow books from this section without extra charge. Inspection is invited, and a complete catalogue available on request. (Write, or ring auto. 1574.)

Warrnambool Tech. reunion

DURING the weekend of July 20 and 21, the Warrnambool Technical College will be celebrating the 50th anniversary of its founding. There will be a reunion of ex-students and former members of the staff. Anyone who is interested may obtain details from the Principal of the College.

Death of Mr N. C. Harris

NEWS LETTER regrets to record the death, last month, of Mr. Norman Charles Harris, at the age of 76. Mr. Harris was Chairman of Commissioners from 1940 to 1950 and a Commissioner from 1933. Prior to that, he had been Chief Mechanical Engineer for five years. Mr. Harris served overseas with the Australian Engineers in the first world war and was awarded the D.S.O. and M.C. In the second world war he was a member of the war railway committee, chairman of the transport subcommittee of the State Emergency Council, and member of the Ministry of Munitions board of area management. He was an active member of the Melbourne Legacy Club, and a trustee of the Dafydd Lewis Scholarship Trust.

Mr. Harris received the C.M.G. in 1949. The Department's new suburban trains were named after him.

Around Victoria

FOR the five days over Easter I travelled with 60 members of the Senior Branch of the Girl Guide Movement around Victoria, in three carriages of your trains - three carriages in which we slept, making various trips around the countryside by bus at each stop and either living off the land in the shape of the local Guide Companies or in your Railway Refreshment Rooms. I would like to tell you how tremendously impressed I was throughout the trip by the standard of helpfulness and courtesy shown us by railway personnel everywhere.

I think they had thought of almost everything they could do to help us and make the trip go smoothly; and our relations with the railways throughout were a real pleasure. I should also add that they were not only helpful, but extremely efficient, while the standard of service in the Railway Refreshment Rooms (and at Hamilton where we were fed in the R.I.), was of a very high standard. For instance, at Camperdown where we had two breakfasts, I noticed that on both occasions the 60 girls were served, ate a good breakfast and were out of the Room within 25 minutes, yet there was no suggestion of them being hustled or hurried along at any stage. They came in, received their breakfast piping hot, ate it at their leisure and were gone in 25 minutes. For 60 people, this was no mean feat!

Having mentioned Camperdown, I must add that the Station Masters at Camperdown, Warrnambool, Hamilton, Ararat and Ballarat were all most co-operative and so were the catering staff in the Refreshment Rooms, at Hamilton and Ararat also.

—(*Mrs*) *A. F. Rylah, Senior Branch Adviser, writing to the Chairman of Commissioners.*

The wheat harvest

DELIVERIES of wheat to this Board during the 1962/63 harvest amounted to 64,922,000 bushels. . . . a new record in this Board's bulk wheat receivals. Unfortunately wet weather interrupted harvesting operations and caused damage to many millions of bushels of wheat.

On the transport side your Department again rendered very effective service and supplied 33,928 trucks to take wheat delivered in excess of country elevator capacities away to other storage. Varying qualities of wheat presented some acute handling problems at Geelong, particularly when it was necessary to ensure that only a fair average of the whole State's wheat crop was being loaded for early shipments. . . . . I, therefore, ask you to personally accept this Board's thanks for your valuable help and I wish you to convey the Board's appreciation of such service to your fellow Commissioners and the Officers and Staff of your Department.

At the Board Meeting at which it was determined to convey this letter of appreciation to you, Mr. Evans, the Wheatgrowers Representative on the Board, made a request that you be specially advised that as the Wheatgrowers' Representative he wished to extend to you the growers' thanks and appreciation for the very satisfactory manner in which the season's record wheat harvest had been transported by your Department.

—*H. Glowrey, Chairman and General Manager, Grain Elevators Board, writing to the Chairman of Commissioners.*

RECENT RETIREMENTS...

TRAFFIC BRANCH

Brens, A., Melbourne Goods
Bewry, L. R., North Melbourne
Barrand, R. D., Frankston
Reed, M. G., O.P.O. Spencer Street
Simpkins, H. G., Geelong
Ryan, M. J., Melbourne Goods
Fewster, J. J., Flinders Street
Webb, F. A. J., Dandenong
Draper, E. N., Spencer Street
Fitzsimmons, J. J., Dandenong
Argall, J. F., Prahran
Rees, J. W., Lilydale
Papp, B. A. (Mrs.), Flinders Street

WAY AND WORKS BRANCH

Green, H. K., Head Office
Taylor, D. E., Ironworks, North Melb.
Day, C. P., W.F. Seymour
Gillies, E. G., R.F. Laurens Street
Roberts, A. E., W.F. Bendigo
Kingdom, F. J., R.F. Warragul
Letch, W. H., Spotswood Workshops
Rice, F. G., W.F. Flinders Street
Peterson, A. H., W.F. Flinders Street
Eldridge, A. J., S. & T. Flinders Street
Lancaster, N. P., W.F. Flinders Street
Smith, C. A. (Mrs.), R.F. Caulfield
Spencer, W. J., R.F. Maryborough
Flower, E. W., S & T. Flinders Street
Barnett, J. T., Flinders Street
Scrofano, G., R.F. Caulfield
Osborne, M., W.F. Ararat

ELECTRICAL ENGINEERING BRANCH

McKenzie, R. D., Newmarket Substation
McMahon, J. M., Electrical Workshops, Spencer Street

ROLLING STOCK BRANCH

Mann, G. A. B., N.M. Shops
Dunn, H. T., Bendigo North
Dimitrakopoulos, K., Newport
Holmes, C. F., N.M. Shops
Isherwood, N. C., N.M. Shops
McGuire, J., N.M. Shops
Griffin, J., Newport
Lane, E. V., Head Office
O'Connell, T. M., Bendigo
Porter, F., Bendigo North
Hoare, J., Newport
Muziks, J., N.M. Shops
Murray, A., Newport
Menoudakis, G., Jolimont
Long., C. C., Jolimont

REFRESHMENT SERVICES BRANCH

Shelly, A. (Miss), Geelong
MacDonald, E. (Mrs.), Ballarat
King, T. (Mrs.), Spencer Street

STORES BRANCH

Smith, F. R., Newport Workshops Storehouse
Swalwell, F., Newport Workshops Storehouse
Pastras, I., Newport Workshops Storehouse

ACCOUNTANCY BRANCH

McClounan, T. G., Flinders Street
Heron, S., Flinders Street
Pearce, A. J., Flinders Street
Goff, L. E., Head Office
Anderson, F., Flinders Street

...AND DEATHS

TRAFFIC BRANCH

Boucher, N. C., Flinders Street

WAY AND WORKS BRANCH

O'Shea, E. E., Ironworks, North Melbourne
Michailidis, P., C/o Engineer, Special Works

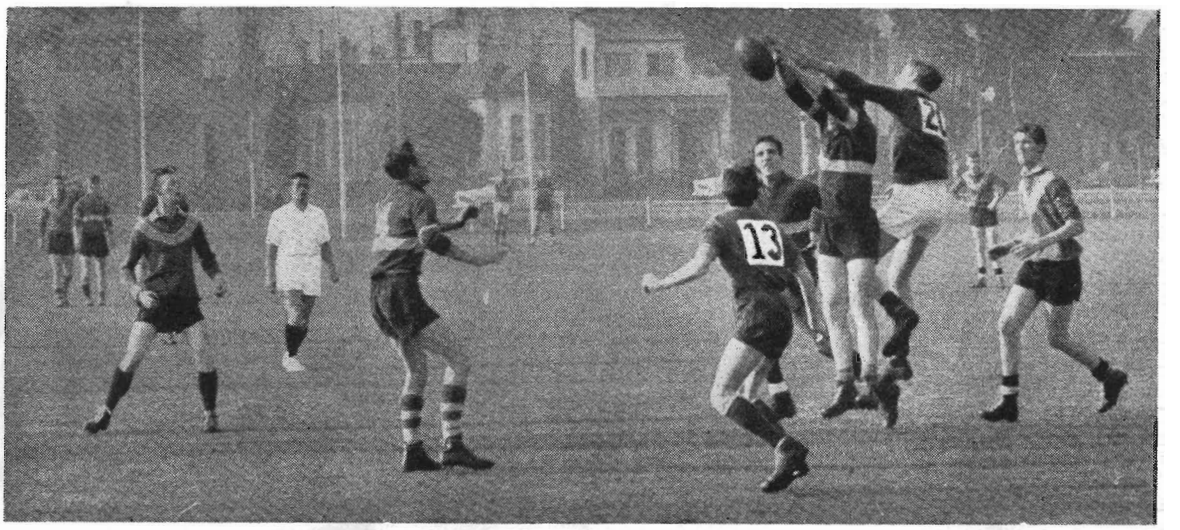
ROLLING STOCK BRANCH

Watson, W. F., E.R. Depot
Scott, J. C. T., Ararat
Willcocks, P. S., Newport

ELECTRICAL ENGINEERING BRANCH

Fitzgerald, J., Light and Power Depot, Batman Avenue

RON BAGGOTT'S SPORTS PAGE



A marking duel in the match between Newport and Codon

Football

A five point win over Newport, last year's premiers, has left North Loco undefeated at the head of the V.R.I. Football League ladder.

The outstanding goal kicking performance for many seasons was recorded this month when Brian Rimes, playing full forward for Newport, kicked thirteen of his side's 20 goals against Codon.

Results for the month were :

Loco. 11-12 beat Melb. Yard 4-2

Sub. Lines 11-8 beat Melb. Yd. 3-9

Loco. 7-5 beat Newport 6-6

Newport 20-13 beat Codon 0-4

Loco. 10-9 beat Sub. Lines 3-2

Melb. Yard 8-10 beat Codon 2-2

Newport 18-7 beat Sub. Lines 5-3

Bowls

During the 1963 season the V.R.I. Social Bowling Club played matches under electric light at the Kew, Toorak, Middle Park, Brighton, St. Kilda, Elsternwick, Northcote, Moreland and Richmond Union Clubs. In addition, some Sunday afternoon games were played against the Albert Park—V.R.I. Club.

The season was recently brought to a fitting and successful close when " Guest Day " was held at Albert Park with one rink from each of the above Clubs taking part against rinks from the Social Bowling Club.

Trophies for the winning visiting rink went to Northcote and those for the best V.R.I. rink to that skippered by Stan Stivey.

Golf

THE Latrobe Golf Links were again the venue for the annual match between the Postal and Railways Institutes in which more than 80 players took part, the Postal Institute being host on this occasion.

The teams event for the R. L. Edwards Shield provided the closest contest on record, victory going to the Postal Institute—17 games to 16 with four drawn.

In the individual stableford competition, trophy winners were :

Railways—A. Wilkinson, winner ; L. Cummins, runner up :

Postal—S. Farren, winner ; W. Pride, runner up.

At the conclusion of play a very happy and informal social function was held at which the presentations were made by Mr. W. Walker, Secretary for Railways, and Mr. A. Stephens Assistant Director Telecommunications. Many other senior officers of both bodies also attended.

New Club

RAILWAY golfers in the district were quick to take advantage of the newly formed Geelong V.R.I. Golf Club. The membership has already passed the 40 mark.

The majority of members attended the club's first " Captain's Day " at Queenscliff recently for a good day's golf.

Results : Four Ball, G. Scholes and M. Kewish (net 150) ; "A" Stroke, N. Roberts (net 70) ; " B " Stroke, S. Irvine (net 75) ; Secret Nine, E. Brown (net 32).

New members will be welcomed. Further information is available from the Secretary Mr. G. Scholes, C/- Geelong Loco.

Fencing

MEMBERS of the V.R.I. Fencing Club started 1963 with a clean sweep in every competition held so far by the Victorian Amateur Fencing Association. The Open Sabre Championship was won by Mr. E. J. Szakall, who came back from temporary retirement to win that title. Runner up was Mr. L. Tornallyay also from the V.R.I. The V.R.I. ' A ' team (Messrs. A. Djoneff, P. J. Hardiman, G. Bardavy, J. N. Simpson, E. J. Szakall and L. Tornallyay) won every event in the three weapon team tournament from five other clubs and recorded the V.R.I.'s 12th win in 13 years for the V.R.I. Council Cup. The Victorian Association's new trophy-the State Cup—was also won by the V.R.I. ' A ' team. The V.R.I. Ladies team (Misses P. Brinsmead, M. Learey and J. Salusinszky) were successful in winning the annual ladies' team event which was contested by six clubs.

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VICTORIAN RAILWAYS

NEWS LETTER

JULY

VR

1963

THE MONTH'S REVIEW

New van

VICTORIA'S biggest louvre freight van—for use over both standard and broad gauge—went into service last month. It is the first of 10 such vans for general merchandise.

Before the design of the van was approved, rail patrons' opinions on the suitability of the proposed vehicle were sought. A model was made by the Department and exhibited to Forwarding Agents. They were enthusiastic about it and agreed unanimously it would be the ideal vehicle for their special transport needs.

The van has two 12 ft. wide, 7 ft. 6⅜ in. high doors—one on each side—to enable prompt loading and discharge to be carried out by fork lift trucks. The doors are in two sections, and can be operated singly to give half-width access, or full width, as required.

Inside dimensions of the van are : length 52 ft., width 8 ft. 6¾ in. between battens. It has a capacity of 50 tons, or 4,050 cubic ft. with a tare weight of 24¾ tons, and its floor area will accommodate twenty-six 46 in. x 46 in. pallets.

Flinders Street Station Plan

CITY transport and planning authorities conferred with the Commissioners recently in an exchange of ideas and future plans to enable a proper assessment and appreciation of problems that could arise from the multi-million development of the Flinders Street station site.

Represented at the meeting, held in the Head Office, were H. K. J. Pty. Ltd., developers of the site : the Tramways Board ; City Council ; Board of Works ; Traffic Commission ; and Transport Regulation Board.

The exchange of ideas, at this early stage, will be invaluable for the harmonious and integrated development of such an important city area. By coming together and discussing such matters as traffic flow, parking facilities and co-ordination of trams, trains, buses, and taxis, each authority has become aware of the others' view points, problems, and wishes.

These will now be considered by each authority, and, if necessary, their own ideas revised. Further meetings will be held for more detailed, co-ordinated planning.

New parcels system

BEGINNING on August 12, an improved system of handling parcels will be introduced. The main features of the new system are the abolition of waybills for stamped and franked parcels, and the use of consignment notes.

Consignment notes in duplicate will be used, and the duplicate will be receipted and returned to the consignor. The notes will be printed in two colours—red for stamped parcels, and black for unstamped ones.

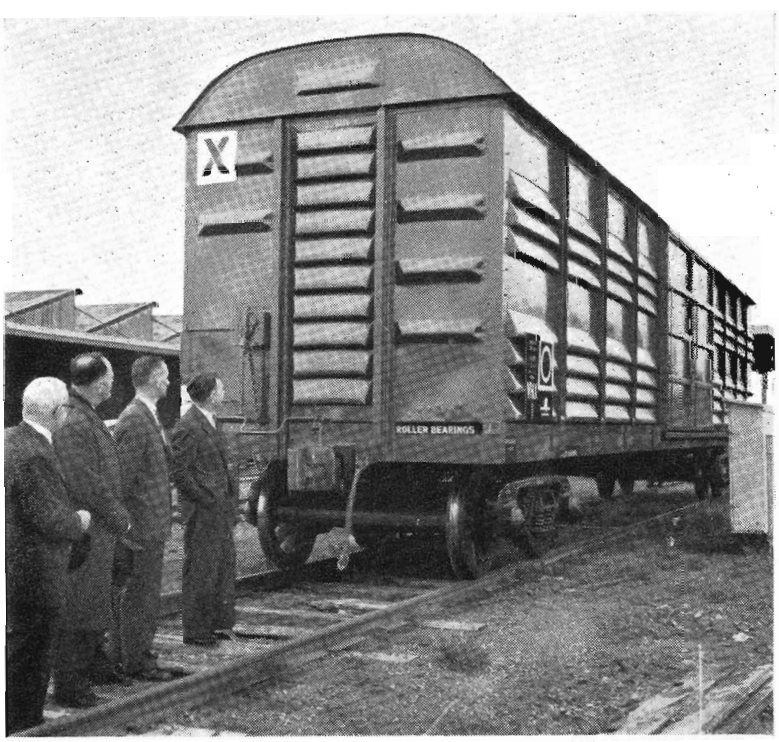
Parcels *other than* stamped or franked ones will be waybilled and delivered in accordance with present instructions.

At Spencer Street and Flinders Street further improvements, of great help to consignors, will be made. At those two stations, C.O.D., insured and intersystem parcels will be received *as at present*, but all other parcels, *regardless of destination*, will be accepted at any receiving window.

Before the new system begins, explanatory pamphlets—one for suburban and country stations, and the other for Melbourne city stations—will be issued for distribution to the public.

Full instructions about the new system appeared in Weekly Notice No. 26 of 25.6.63.

Biggest louvre freight van



Commissioners with two of the Forwarding Agents who gathered to inspect the new louvre freight van VHX (see story above).

Boom barriers boom

THE installation, last month, of automatic boom barriers at two level crossings on the Sandringham line brought the total number of V.R. level crossings so equipped to 37.

FRONT COVER

Teddy Bear " drives a train " : A scene from an ABC television series for kindergarten children is filmed at North Melbourne. (From left) Cameraman Frank Lawson, Film Director Nandor Jenes and Sound Recorder Bill Biddle ; in cab of loco are Compere Ingrid Ramsay and Driver Mick Mitrione who is holding Teddy Bear, the star of the film. Of 8 minutes duration, the film will be screened over Channel 2 on the 18th of this month and will also be shown in other States.

MORE CUTS IN LIVE-STOCK RATES

FROM July 1, live-stock freight rates from another 55 country centres to Melbourne were reduced.

The new rates are about 25% less than the previous ones.

The latest move followed the introduction of reduced rates 11 months ago at seven important country centres—Hamilton, Ballarat, Bendigo, Deniliquin, Tocumwal, Camperdown and Bairnsdale.

The reductions then made were of an experimental nature to gauge whether additional traffic gained would offset lower revenue caused by the reduction.

The 55 stations to which the new rates apply are :

- South-western Victoria–Sandford (near Casterton), Koroit, Warrnambool, Allansford, Terang, Boorcan and Colac.
- North-western Victoria—Ouyen, Galah, Walpeup, Torrita, Underbool, Linga, Boinka, Tutye, Cowangie, Danyo, Murrayville, Carina, Panitya, Carwarp, Mildura, Yelta, Karawinna, Werrimull, Yarrara and Meringur.
- Northern Victoria and southern New South Wales—Swan Hill, Kerang, Balranald, Perekerten, Moulamein, Dhuragoon, Niemur, Jimaringle, Burraboi, Wakool, Yallakool, Caldwell, Tantonan, Bunnaloo, Thyra, Womboota, Benarca, Barnes, Moira, Mathoura and Gulpa Siding.
- North-eastern Victoria—Wodonga, Tallangatta, Bullioh, Koetong, Shelley, Beetomba, and Cudgewa.

To obtain the concession rates, meat processors and other rail users are required to enter into a contract with the Department to move all live-stock from any of the centres by rail.

There has been an increase of 5,003 vans of live-stock from the first seven stations during the initial eight months of the scheme. This is a rise of 69% over the corresponding period of the previous year.

The stock handled at the seven stations from July 1962 to April 1963, compared with the same period of the previous year, was :

Snooty but satisfied. Wearing the supercilious look that seems natural to all camels, this rail user came from Central Australia to the Zoo and was among the more unusual live-stock carried by the Department.

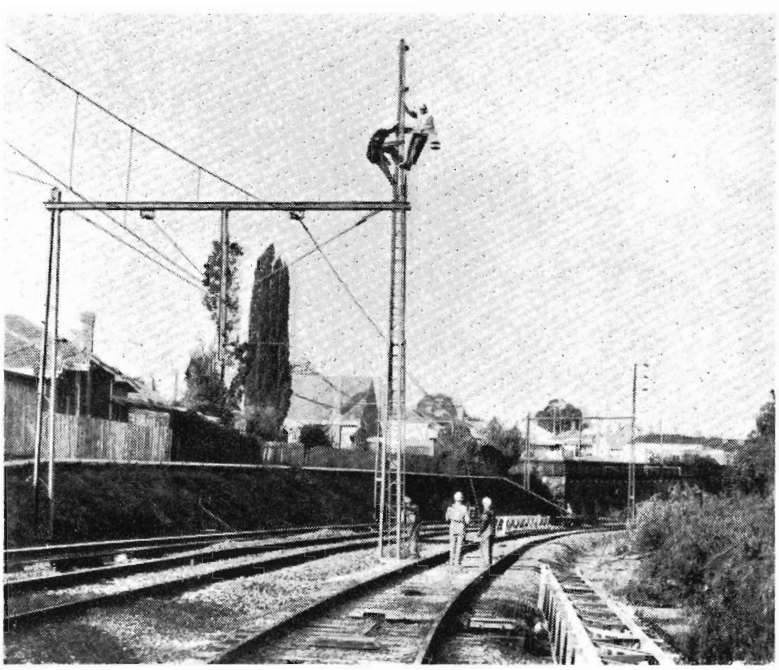
Station	Vans loaded 1.7.61 to 30.4.62	Vans loaded 1.7.62 to 30.4.63	% inc.
Ballarat ...	704	2,201	213
Bairnsdale ...	308	868	182
Bendigo ...	2,019	2,438	21
Camperdown ...	123	216	76
Deniliquin ...	1,498	2,134	42
Hamilton ...	988	2,391	142
Tocumwal ...	1,647	2,042	24

The Department is making every attempt to recapture live stock traffic that has been lost in recent years. The previous decline in the proportion of stock handled by the railways is seriously viewed because costly rolling stock and station facilities have to be maintained, even when little use is made of them.

It is well known that considerable numbers of stock are being moved by road in Victoria, and the extension of the live-stock rate cut is designed to win back such traffic.

SUBURBAN IMPROVEMENTS

Removing earth from embankment of old Outer Circle line near Eastmalvern.



Dismantling overhead near Camberwell

GOOD progress is being made with all the metropolitan rail projects. These works are designed to increase the capacity of the suburban system and so give obvious benefit to passengers.

●

Many of the works could not have been started had it not been for the £307,000 additional loan money granted last February. This enabled the Department to recruit more than 300 extra staff to implement the programme.

The present position of the various projects is as follows :

Ruthven—This new station will be publicly opened on August 4. Named after Major William Ruthven, V.C. it is the 14th station to be built in the metropolitan area since 1953, and will serve a rapidly expanding residential and light industrial area.

Eastmalvern-Glen Waverley duplication—Earth-works and bridge works along the first section, from Eastmalvern to Mount Waverley, are now well advanced. A second stage, from Syndal to Glen Waverley, will be started shortly.

New island platforms will be built at Holmesglen and Syndal and the existing single-faced platform at Jordanville converted to an island one. Pedestrian subways, in each case, will give access to the platforms.

At Glen Waverley, a new station with an island platform will be erected a short distance on the Melbourne side of the present location.

Trains should begin running on the Eastmalvern—Mt. Waverley section either late this year or early next year.

Hawthorn–Camberwell triplication—All earth and bridge works, and the laying of track and ballast, have been completed on the new third track between Hawthorn and Camberwell. Erection of the overhead steelwork has been completed. On present indications, it is expected that the line will be finished by the end of this year.

Trains will be diverted to the new track this month and thus allow the existing track to be re-signalled for

two-way running. The dual-signalled line will eventually be extended from Camberwell to East Camberwell and from Hawthorn to Burnley.

Burnley-Heyington—At Burnley, the existing down platform is being converted to an island. Relocation of points will allow Glen Waverley trains to use it. Work has begun on a section of subway at the up end that will eventually form part of the grade separation scheme at Burnley Street.

Richmond-Burnley—A start has been made on the bridge work at Church Street, East Richmond, to provide four tracks between Richmond and Burnley instead of two, as at present.

Pascoe Vale Road overpass—The concrete retaining walls of the overpass, between Strathmore and Pascoe Vale stations, are nearing completion and construction of the decking has begun.

Seaholme—Foundation work has started for a three-span bridge beside the present Newport-Altona line, near Seaholme. The line will be re-located to pass over a proposed M. & M.B.W. drain that will lessen the risk of flooding in the area.

Laverton duplication—Bridge construction and earthworks have almost been completed for about 2½ miles from Galvin to Laverton; and a start made on the ballasting.

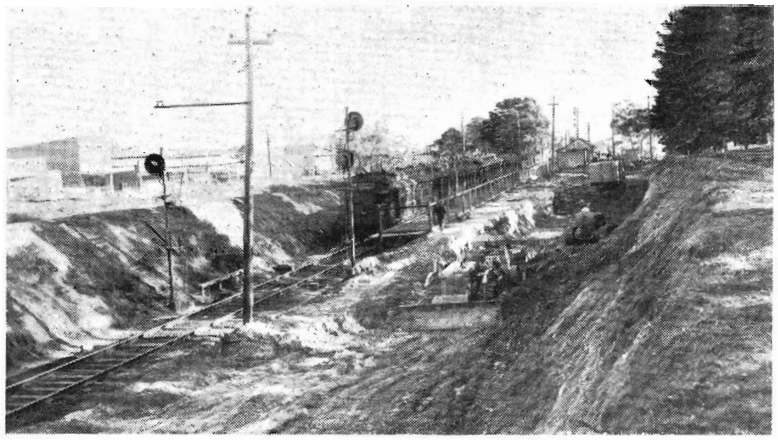
●

Work is also in progress on the relaying or re-conditioning of several miles of existing track on a number of suburban lines.

On the freight side of the Department's activities, work on a new Flexi-Van loading area at Dynon and an extension of the Forwarding Agents' area is well advanced and expected to come into operation this month.

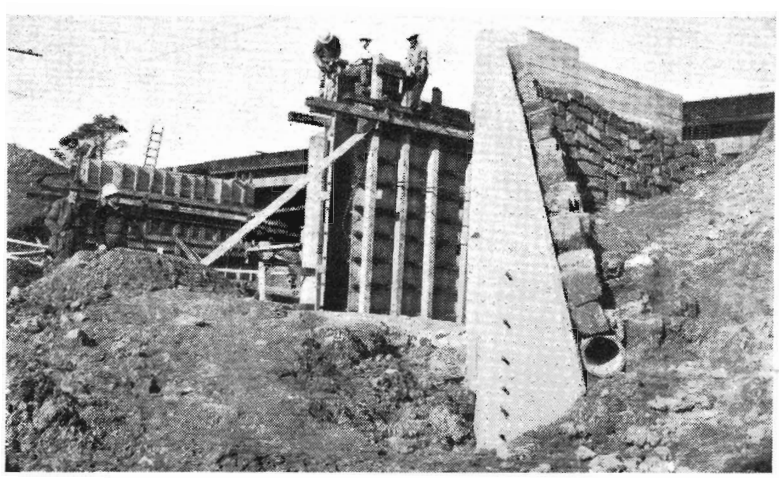
At Melbourne Goods Depot the former Grain Shed is being converted to handle outward freight to most parts of the system (except north-eastern Victoria which is done at North Dynon). At present most loading is carried out in the open, but when rebuilding of the shed is completed, almost all will be done under cover.

The Department has many plans to improve service and facilities, including building of additional stations; but the plans can only be carried out as money becomes available.



Work at Jordanville, showing excavation of cutting for new track and conversion of the platform to an island one (Eastmalvern-Glen Waverley duplication).

Extension of pedestrian subway and duplication of bridge at Huntingdale Road, Jordanville.

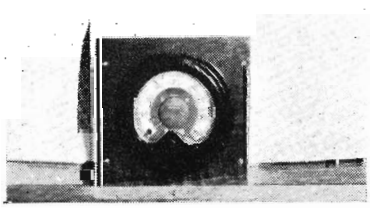


Work on the new piers and abutments at Alvie Road for the Eastmalvern-Glen Waverley duplication.

TRAVEL IN STYLE FOR MANY A MILE

IN THE V.R. NORMAN CAR

The lounge end of the *Norman* car is suitable for dining or conference use.

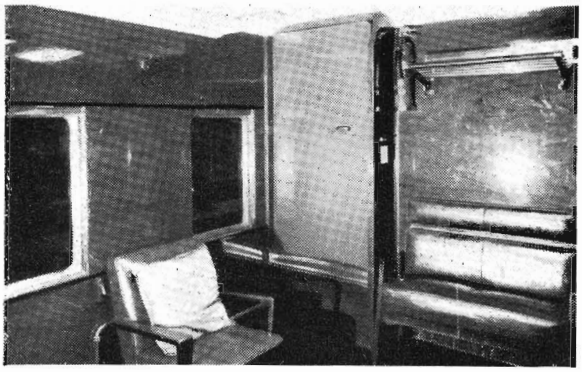


Car has a speed indicator

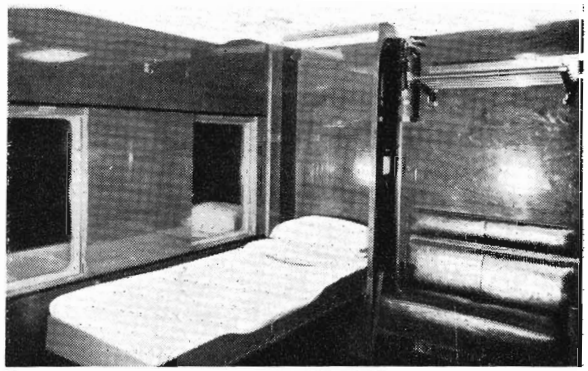
THE former *Spirit of Progress* parlour car (which was later *The Daylight's* club car) with its familiar rounded observation windows, has gone back into service as a unique revenue earner.

It has been remodelled as a conference and inspection carriage to replace the old *Norman* Commissioners' tour carriage that has been withdrawn after 73 years of service.

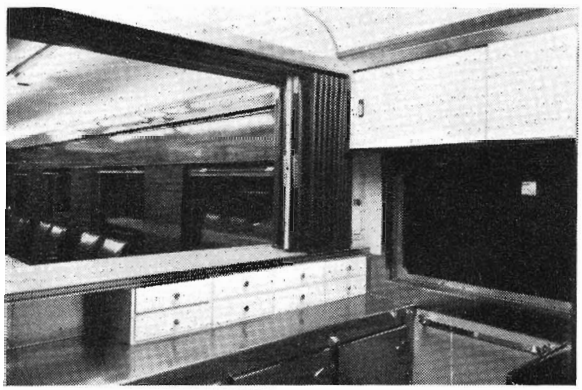
Continuing the name of the carriage it has replaced, the former club car perpetuates the name of Charles Ernest Norman who was appointed a Commissioner in 1909 and was Chairman of Commissioners from 1915 till his retirement in 1920.



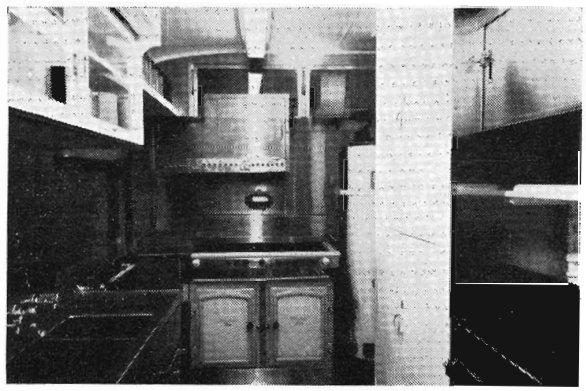
Office section



Office section showing bed down for use by Conductor.



The refreshment counter



Kitchen is well equipped.

The new *Norman* is available for hire to any interested parties. This follows previous practice when the old *Norman* was hired on occasions to such bodies as the State Electricity Commission, Australian Railways Historical. Society, Holiday Train Association, National Parks Association, Australian Paper Manufacturers and the Brotherhood of Resonians.

Rates and other details of hire for the new carriage may be obtained from the Superintendent of Train Services, Head Office.

The present car can accommodate 24—six in the small saloon that is equipped as an office, and 18 in the lounge section. Movable lounge chairs and table make the lounge end suitable for dining or conference use.

The carriage has a stainless steel kitchen with a liquid petroleum gas stove and two electric refrigerators.

To ensure constant air-conditioning whether the carriage is stationary or in motion, the air-conditioning unit is powered by an underfloor diesel generator, which also provides current for all electrical appliances in the carriage. Hot and cold water is supplied to the washroom and toilet facilities.

INTERSTATE SPEED-UP

SPEED-UP of two interstate trains —*The Overland* and *Intercapital Daylight*—on August 4 will save passengers travelling between Adelaide and Sydney, who so desire it, a break of journey in Melbourne.

The alterations made by the three State railway systems can save through passengers between Sydney and Adelaide up to 24 hours delay in Melbourne.

To allow Sydney-bound passengers from Adelaide to change trains, a small platform has been built at Sunshine. This, of course, is necessary because the standard gauge line has no platforms between Spencer Street and Albury.

The new transfer arrangements will be :

- Passengers for Sydney travelling by *The Overland* from Adelaide will transfer at Sunshine to *Intercapital Daylight*, instead of waiting for evening trains.
- Passengers to Adelaide travelling by *Intercapital Daylight* from Sydney will transfer at Spencer Street to *The Overland* instead of waiting until the next night.

The revised time-tables provide that :

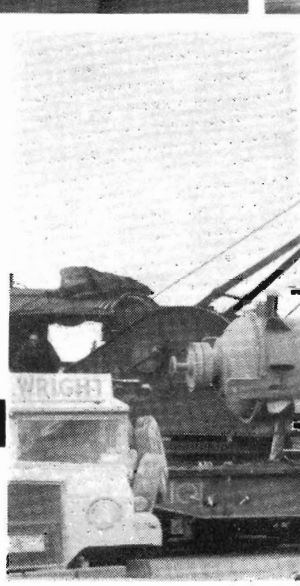
- *The Overland* will leave Adelaide at 7.10 p.m. (instead of 7.15 p.m.) to reach Sunshine at 8.15 a.m. (passengers transfer) and arrive at Spencer Street at 8.35 a.m.—10 minutes earlier than at present ;
- *The Overland* will leave Melbourne at 8.40 p.m. (instead of 8.20 p.m.) and reach Adelaide at 9 a.m. (as now) ;
- *Intercapital Daylight* will leave Sydney at 7.45 a.m. (as now) and reach Spencer Street at 8.20 p.m. (instead of 8.45 p.m.) ;
- *Intercapital Daylight* will leave Melbourne at 8.40 a.m. (instead of 8 a.m.) and arrive in Sydney at 9.22 p.m. instead of 9 p.m.).

Slight alterations to the New South Wales timings of *Spirit of Progress* will bring it into Spencer Street five minutes earlier. Timings of *Southern Aurora* will not be changed.

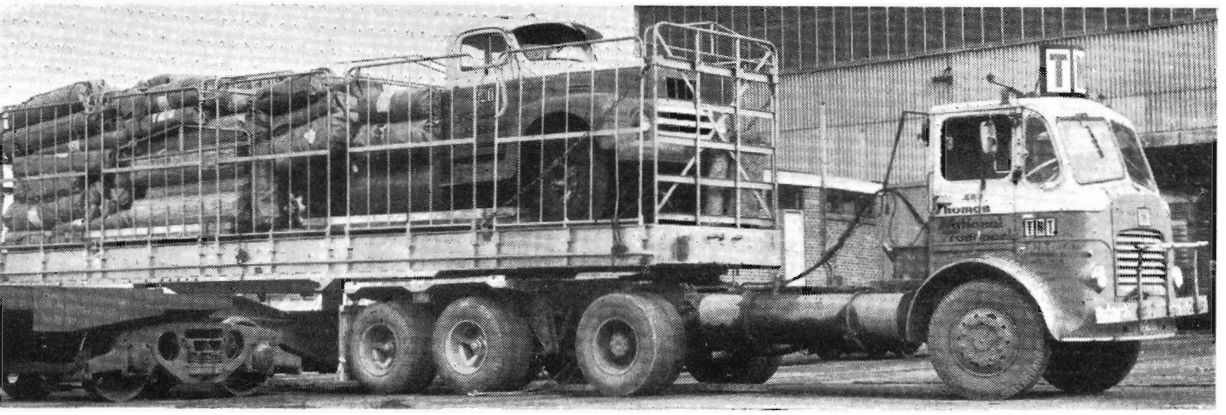
The reduction in time for *Intercapital Daylight* will bring the average speed for the 589½ mile trip to about 47 m.p.h.

AROUND THE SYSTEM

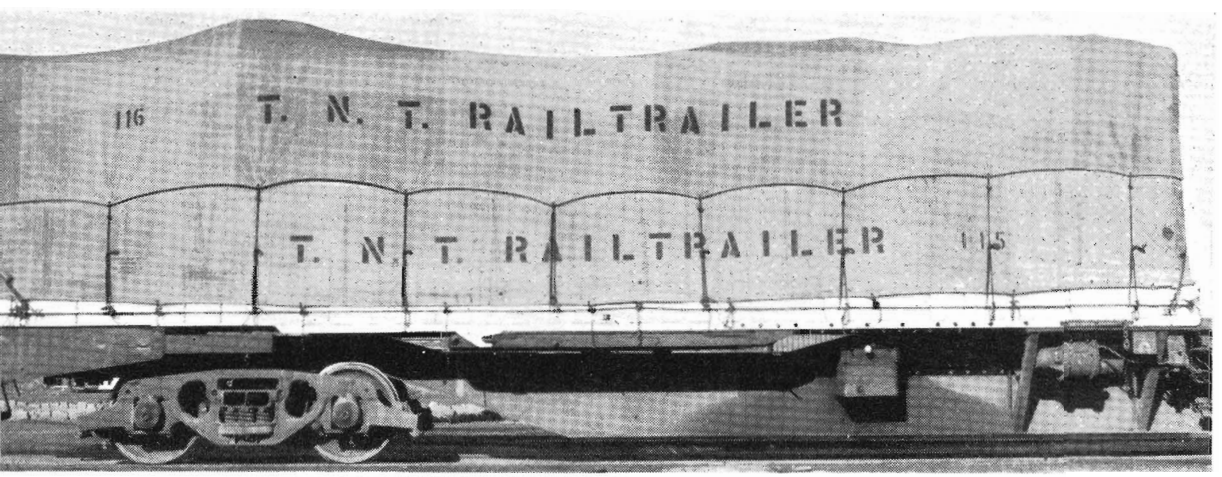
GOVERNOR'S FIRST TRAIN TOUR : Sir Rohan Delacombe, Governor of Victoria, and Lady Delacombe leave Spencer Street station on a three-day visit to western Victoria. The party travelled in No. 5 State carriage.



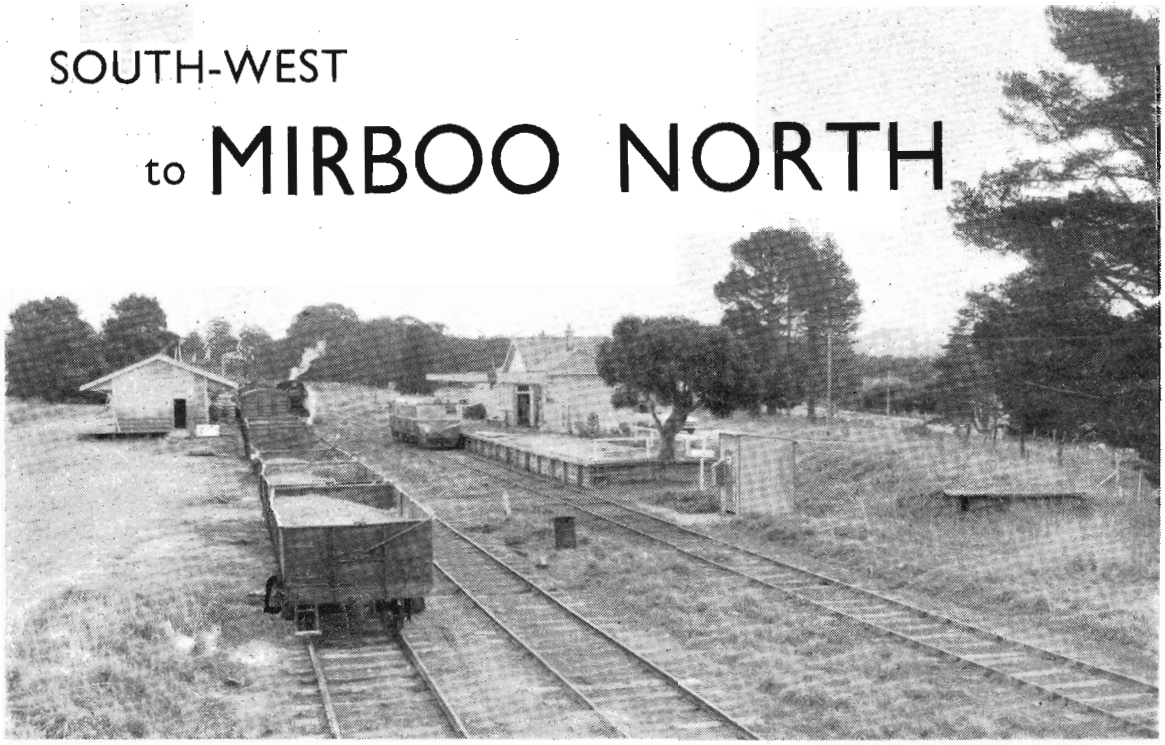
LONG AND HEAVY : At Dynon, two 30-ton cranes unload a pressure vessel, 75 ft. long and weighing 48 tons. It was railed on three flat wagons from Cooks River, N.S.W., for Shell Refining (Aust.) Pty. Ltd.



TEST IN RAIL-PAK TRANSPORT : Heralding a new development in Flexi-Van service, *Railtrailer* Flexi-Flats have been put o service by Thomas National Transport (Melb.) Pty. Ltd. Ten have been built. The transfer operation between prime mover l rail wagon is done in the same way as with the Flexi-Van ; but, unlike the latter, a Flexi-Flat has removable sides and no top. is enables it to be loaded by crane or fork-lift truck with articles that are too large to go through the doors of the standard Flexi-Van. ttom picture shows a Flexi-Flat on the rail wagon before being transferred to the road prime mover. (From the other half of the gon a standard Flexi-Van has already been removed.) In the top picture the Flexi-Flat is attached to the road vehicle ready for noval from the rail wagon ; the tarpaulins that normally protect the contents have been taken off to show the type of loading carried.



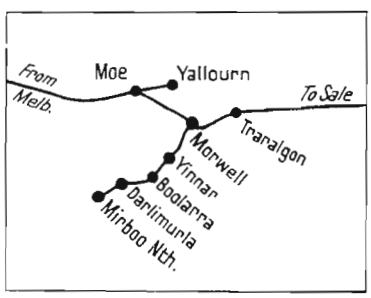
SOUTH-WEST to MIRBOO NORTH



Mirboo North station and yard

TAKE the rail car at Morwell along the 20 miles of branch line to Mirboo North and you won't see any of the big towns and great industrial centres that are features of the main line .... but you might see a few kangaroos .... some wallabies .... perhaps a koala, and—if you're lucky— maybe a lyre bird or two. And, many would agree, that's a pleasant change.

Rail Motor Driver Maurice Haines loads parcels into Mirboo North rail motor before departure from Morwell.



The line was opened to its present terminal in 1886. With many grades of 1 in 40 it rises 500 ft. from Morwell (283 ft.) to Mirboo North at 784 ft. Following the valley of the Morwell River, the line extends in a south-westerly direction from the main line, passing through rich, farming country pleasantly landscaped with ranges of low hills.

Yinnar, the first stop after Morwell, at mileage 96¼, is staffed by Caretaker Mrs. L. V. Harrington. Its inwards goods, last year, amounted to 5,932 tons, the outwards 68 tons, and passenger journeys outwards—256. The name comes from a native word *yinnar*, meaning " woman " —very appropriate for a caretaker

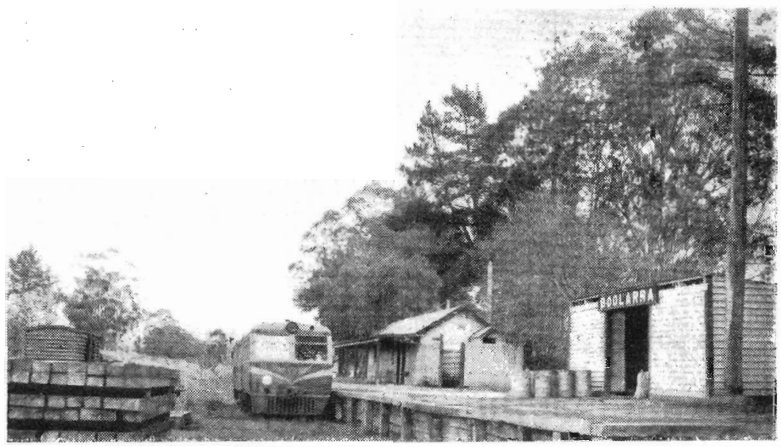
station. The town has a population of about 260.

The next station, Boolarra, 4¾ miles away, serves a town of about the same size, 300 people. The station's Caretaker is Mrs. G. Schiller. Its name—obviously from the aboriginal—means *twenty*, a number, that today is closely associated with cigarettes, but to what it referred at the time of naming, you can only make interesting guesses. Last year, Boolarra's railway business accounted for 3,569 tons outwards, 991 in, and 326 outwards passenger journeys.

Darlimurla, prettily situated in a belt of timber, is now worked under " no-one-in-charge " conditions, but many years ago, it had a big timber traffic. Its melodious name—suggestive of purling creek waters—is the native name for Stony Creek. (The aboriginal had more music in him and more imagination than some of our forefathers.)

If you keep a sharp look-out, you might see where wallabies have made their own tracks down the low rocky embankments near the station—and without Estate Office permission. Rail Motor Driver Maurice Haines will also tell you that kangaroos and lyre birds can be seen in the timber along the line, and that recently he spotted a stag. It is believed a few of them sometimes make their way up there from Wilson's Promontory.

The township of Mirboo North, says a chronicler of 60 years ago, has been settled since 1882 " when the first house in the township was erected by Mr. William Tulloch of Morwell, for Mr. Robert Blair, and was then known as Blair's Hotel . . . afterwards changed to Commercial

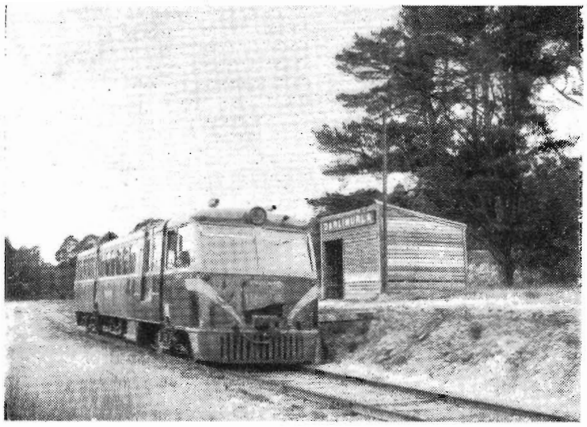


Boolarra station

(*Above*) Mrs. G. Schiller, Caretaker at Boolarra for the last two years, prepares waybill.

Yinnar station

Caretaker Mrs. L. Harrington (right) collects ticket from passenger at Yinnar. Mrs. Harrington has been in the Department for 20 years.



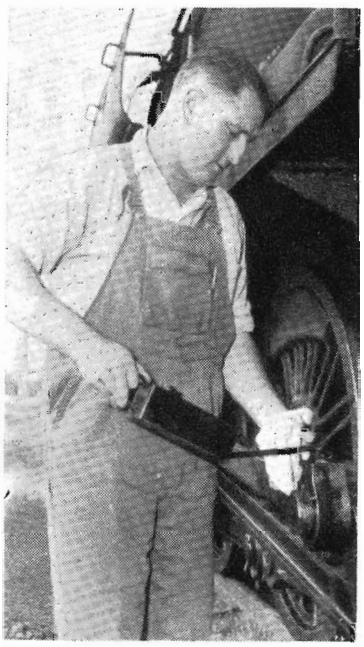
Darlimurla, a no-one-in-charge station. (*Right*) Near Darlimurla, members of No. 2 gang replace motor on track. (*From left*) Repairer A. Pedder Ganger W. Schiller, Repairers S. Marbaito and R. H. Davidson.

Hotel ". After detailing the hardships endured by early settlers in the district who were " compelled to make use of rude sledges and pack-horses in order to bring in their stores ", the writer adds that the only reason that induced settlers to take up land in such " wild and densely timbered country " was that the soil " a rich, dark chocolate of volcanic origin is among the best in South Gippsland, unsurpassed in fertility, and capable of producing crops of all kinds in great abundance ".

The tiny settlement of 1882 has grown into an attractive township of 800 people on a spur of the Strzelecki Ranges. Numbered among the town's amenities is an excellent swimming pool set in very pleasant surroundings.

The staff at Mirboo North consists of Stationmaster G. H. O. Beckmann and Junior Station Assistant R. A. Durkin. The station supervises Boolarra and Yinnar. The main items in the 3,479 tons of outwards goods last year were butter and milk powder from the local butter factory, wool, potatoes and other agricultural produce. An unusual item was bauxite (aluminium ore). Inwards goods, amounting to 6,149 tons, consisted mainly of superphosphate and general merchandise. This year, large quantities of poles are arriving for State Electricity Commission projects in the district.

The line is served by three goods trains in each direction weekly and a passenger rail motor daily, except Sundays. Maintaining the track between Morwell and Mirboo North are two gangs—one under Ganger W. Schiller (see picture) and the other, consisting of Repairers A. L. Colley, H. S. Cornell, G. F. McCrae and Ganger O. W. Harrington.



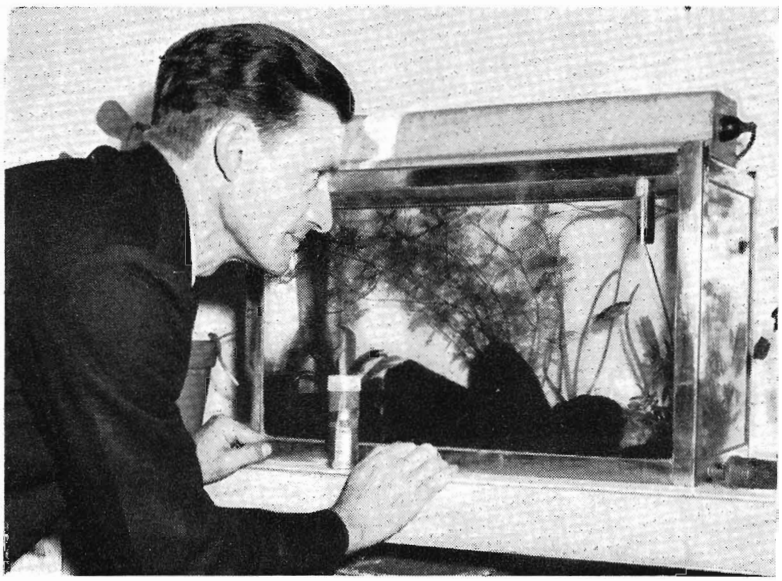
Driver E. Smart, on No. 5 goods, oils big end bearing.

Goods Guard G. Barbour puts air through brake hose pipes of No. 5 goods

Junior Station Assistant R. A. Durkin checks goods against waybill entries.

AMONG OURSELVES . .

O-in-C Mirboo North



Mr. Beckmann reads the temperature of the tank water. A thermostatically controlled heater keeps it correct.

ONE of Stationmaster G. Beckmann's main concerns is the mineral content of the water in whatever town he is living. This is an interest that he shares with all others who keep tropical fish. For those delicate creatures are very fussy about the water through which they flick their colourful way. And it's a trial and error process, he says—there is no precise guide. If the fish don't like the water, they just die. And then you vary the water for a new batch, and start all over again.

Mr. Beckmann finds there is considerable variation in the mineral content of water in the country districts of Victoria—more so than in Europe. He usually keeps and breeds about 50 fish.

Mr. Beckmann was recruited for the Department in Germany, 12 years ago, and began work as a station assistant at Hamilton. After relieving as an A.S.M. in the Geelong district, he worked at Beaufort and Nhill before he became Stationmaster of Mirboo North, last December. As well as fish breeding, he also finds time for bowls and tennis.

Warragul Charity Fund

FORMED late in 1961 to assist local charities, the Warragul Railwaymen's Charity Fund has contributed over £90 to good causes in the district—£60 of the total going to the local branch of St. John Ambulance Association. The fund is financed by voluntary contributions of 2/6d. a month. Messrs P. Walters and B. Carr are, respectively, president and secretary.

" Daddy " Isherwood retires

EARLY in his railway career of over 50 years, recently retired Car and Wagon Builder N. C. Isherwood was aptly nicknamed " Daddy ", for his fatherly guidance and help will long be remembered by hundreds of his fellow workers. He was at North Melbourne Workshops for nearly 43 years except for a period spent relieving at the Shelter Shed. A life-long cricket enthusiast, Mr. Isherwood was for 33 years a Heidelberg district umpire, and is a life member of the local Umpires' Association. Another of his interests was first aid—he was for many years a member of the North Melbourne corps.

Drivers train marching girls

QUITE a few daughters of engine drivers join one of the many teams of marching girls who brighten processions and other outdoor functions. The fathers naturally take an interest in their daughters' activities and—in two instances at least—train the girls. At North Melbourne, there's Driver E. Jorgensen, who trains the *West Newport Flamingoes*, (News Letter, February 1962), and Driver T. S. Donnelly. Mr. Donnelly trains the *Williamstown Waves* with such success that they recently won the Metropolitan Championship and, at Geelong, the State March-Past Championship. His daughter, Loris, is the marker for the *Waves*. Mr. Donnelly says that at a recent contest at Warragul, he met several other drivers whose daughters were competing with the marching teams.

40 years of volts

" YOU can't beat a secure job " said Sub-Foreman J. McMahon who retired after 40 years at the Electrical Depot Workshops, Spencer Street. After discharge from the first A.I.F. in 1919 Mr. McMahon joined the Workshops when they were at a wooden building in Spencer Street, near the old Pintsch gas works. He recalls the V.R. Power House, that, in those days, provided power not only for the Melbourne Yard, Spencer Street and Flinders Street stations, but for the Museum and Public Library as well. The Power House was demolished about 1925, he says, and the present Electrical Depot Workshops are on its site.

Mr. McMahon

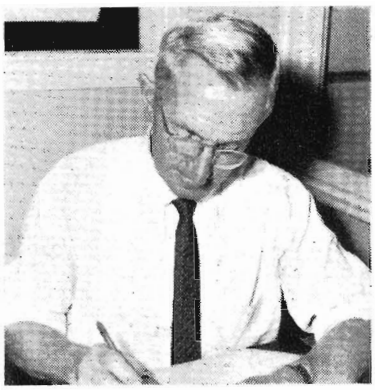
Swimming, football and shooting have kept Mr. McMahon fit all his life. In 1916, he played with a Richmond junior team. Among those in the team were such players as Jimmy Smith and Donald Don. Fishing, gardening and 10-pin bowling will occupy much of his time in retirement.

Queen of Charities

RAILWAYMEN are always generous contributors to charitable causes, so when the metropolitan guards and electric train drivers supported Guard A. Laurie's daughter Lynette, it was

not surprising that she was crowned Queen of Charities in the appeal run recently by the Sunshine Horticultural Society. Proceeds of the appeal went to the Sunshine Community Chest. Lynette raised £183, and is very grateful to the railway staff for their help.

Many interests



Mr. Dickins

MUSIC has been the lifelong interest of Reclamation Officer E. H. Dickins, who sings bass in the Camberwell Philharmonic Choir. He is also a 35 m.m. colour photographer and a member of the V.R.I. Camera Club.

Church work - he was a District Commissioner in the Church of England Boys' Society, and a Sunday School Superintendent - has occupied much of his spare time.

Mr Dickins started at North Melbourne Car and Wagon Shops in 1918; served his apprenticeship as a fitter and turner at Newport Workshops; and was a maintenance fitter at Newport before his transfer to the reclamation Depot, where he has been for the last 27 years. He is a gold medal holder in first aid, and has completed a safety course at the Royal Melbourne Institute of Technology.

Footy fun

A nice compliment to *Spirit of Progress* was overheard at a recent football match. One character was trying to place a bet with another who was offering only very low odds.

After hearing the odds, the first speaker's lips curled with contempt.

"Ah, you'd only take a bet against the sun rising or the *Spirit of Progress* arriving", he jeered.

They knew he was coming

SO they baked a cake for Special Signal Adjuster Jack Barnett's retirement farewell, held in the Caulfield S. and T. Depot, to which over 60 of his workmates turned up. Actually, the cake was baked by Fitter's Assistant Tom Molloy, an expert in the culinary art. On the icing was a model of a garden seat with a reclining figure—a neat way of suggesting that the recipient should have many years of enjoyment of the garden seat that was presented to him at the farewell. Mr. Barnett joined the Department in 1920 and was at Caulfield for the last five years.

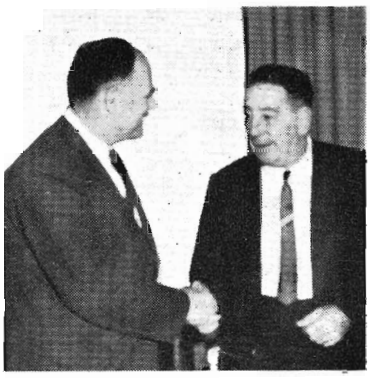
Coincidence

GANGER W. Schiller, who was one of the staff recruited in Germany for the V.R. in 1951, came out on the same ship as Stationmaster G. Beckmann. After working at Nowa Nowa, Heyfield and Bairnsdale, Mr. Schiller was appointed ganger two years ago and is now responsible for a section of the Mirboo North line. He lives at Boolara, and, only six months ago, his former shipmate—Mr. Beckmann—came to Boolara's supervising station, Mirboo North, as its new stationmaster.

Mr. Schiller

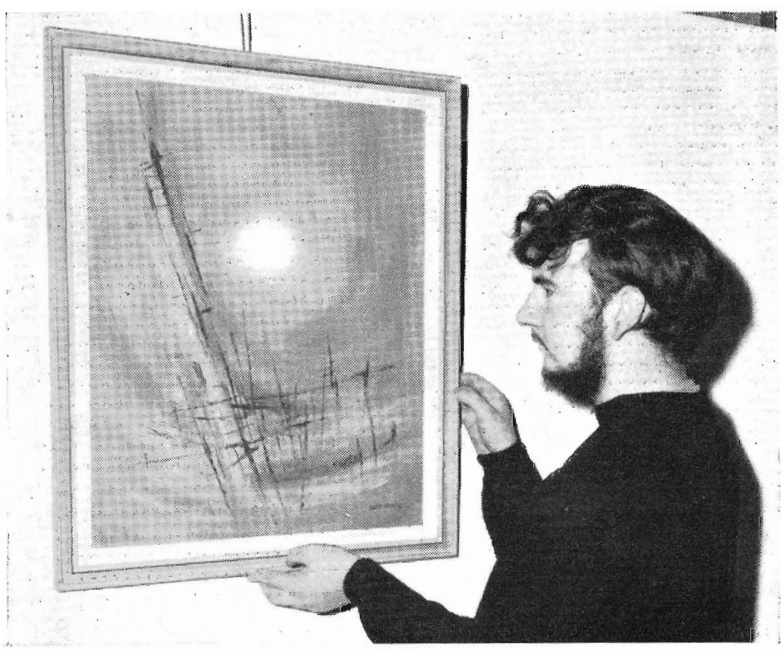
At Nowa Nowa, Mr. Schiller won a first prize in the departmental residence competition. He plays table tennis, with Mirboo North, also soccer, and has recently taken up bowls.

C.B.C. Flinders Street retires



Mr. G. F. Brown, Deputy Chairman (left) farewells Mr. J. J. Fewster, who had been Chief Booking Clerk at Flinders Street for the 10 years prior to his retirement at the end of May. Over 100 railway men and women from all branches attended the farewell dinner held last month, at which presentations were made both to Mr. Fewster and his wife. Among those present were a number of retired staff, including 80-year-old Mr. R. S. McArthur, a former C.B.C. at Flinders Street. Mr. Fewster started in the Department on July 4, 1912, and had nearly 51 years service. (*Photo : Mrs. E. Bunworth*)

Holds Exhibition



Mr. Donald Grant, a junior clerk at Spotswood General Storehouse examines one of his paintings that will be exhibited at the Victorian Artists' Society gallery. The picture—"Communications"—can be described as "an interpretive painting of a landscape using telephone posts and wires as a dominant theme". He paints mainly in oils but has experimented with various media and techniques. Donald holds a senior technical school certificate of art, and, prior to joining the Department, travelled around Australia painting landscapes. He has previously exhibited, with groups, in Melbourne, and some of his paintings have been sold to overseas as well as Australian buyers. The exhibition will open on July 28.

From Mansfield to Maindample
If you're passing by that way,
You'll see the wheels of the
Mansfield Freight,
Go thundering down to Yea.
There's wool from the slopes of
Howqua,
Black Polls from Delatite;
And farmers watch the timber
pass,
From Howitt's wooded height.

With trucks of sheep from Bonnie
Doon,
Old Southdown rams and Dorsets,
A big roan cow and brindle sow,
That should be wearing corsets ;
A crate of chooks and a rooster,
Who would not stop from crowing.
(He wouldn't have "crew" if he'd
half a clue,
Of the place where he was going.)

There's a Hereford bull for
Cowwarr,
A dog in the box for Mitcham;
The bull's so old he's "had it",
And the dog's too old to
"skitch 'em".
From Bonnie Doon to Merton,
She's Cosgrove's dream of steam,
As the black smoke from her
funnel,
Floats wide o'er hill and stream.

Noel King and Peter Cummings,
Have guided her through the
night,
And caught a glimpse of the J
class wheels,
On curves in the breaking light.
Or when on bends in the sunset,
Two hundred wheels are grinding,
And her piston rods are hid in
steam,
And the smoke from her funnel
blinding.

At dusk she flashed through a
station,
It's name they were not "certon",
The vanman said 'twas Kanumbra,
The guard said it was Merton.
So they gave it away in the
grey of the day,
For the distant hills grew dark;
But there was no mistake when
they saw the pub,
They were pulling into Yarck.
We heard her cross the Goulburn
flats,
As this poem came to the end,
Her thousand "horses" reefing
hard,
Up the grade round Suicide Bend.

J. M. Dunn
(Assistant Stationmaster, Cathkin)

APPRECIATION . . . .

Governor's first rail tour

I am writing to thank you for the assistance we received from the Victorian State Railways during our recent visit to Ballarat and surrounding district.

The State Coach was more than comfortable and we were very well looked after by Mr. Freeland and other members of the Staff throughout the Tour.

Perhaps you would be kind enough to thank the Stationmasters of Spencer Street, Ballarat, Great Western and Dooen for the arrangements they made for our comfort.

On the return journey, I had the interesting experience of travelling in the cabin of the Diesel and of driving the train for a short time.

We hope it will not be too long before we make another expedition and have a chance of using the State Railways.

—His Excellency Major General Sir Rohan Delacombe, Governor of Victoria, writing to the Commissioners. (See picture in centre pages.)

Nuclear fuel by rail

THE consignment of the six containers, each weighing 18½ tons, that your Department recently conveyed on our behalf to Melbourne (from Sydney) arrived there safely and in good condition.

This was the first time that such a consignment has been carried by an Australian railway and it is a matter of great satisfaction to the Commission that the operation was performed without any difficulty arising and in an atmosphere of good will and co-operation. On behalf of the Commission I would like to thank your Department for the splendid assistance rendered to our staff both before and during the journey. In particular, I would be glad if you would convey our appreciation to Mr. Crute for his efforts in the matter.

—M. C. Timbs, Acting Executive Member, Australian Atomic Energy Commission, writing to Chairman of Commissioners

Citadel Band

THE Salvation Army Box Hill Citadel Band has just returned from a trip to Newcastle N.S.W. by rail and I would like to express our appreciation for the courteous attention we received on *Spirit of Progress* on both the forward and return journeys. Especially would I commend the cheerful and efficient service given by the cloak room personnel who handled the instruments so carefully and speedily.

V. Percy, Secretary

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Salter, W. J., Dimboola
Forshaw, F., Jolimont
English, J. W., Jolimont
Robinson, W. S., Ararat
Bowe, L. G., E.R. Depot
Nener, G. F., Newport
Cox, W. T., Healesville
Elliott, T. C., Ballarat North
Joyce, T. S., Jolimont
Thresher, J., Jolimont
Rogers, C. C., Newport
Krygger, P. J., Newport
Walls, A. M., Jolimont
Appleton, L. B., North Melbourne Workshops

WAY AND WORKS BRANCH

Willis, L. H., Spotswood Workshops
Van, E. L., R.F. Bendigo
Williams, A. L., W.F. Laurens Street
Profitt, C. J. F., C/o Metro. Dist. Engr.
Savige, R. F., R.F. Warragul
Prouse, J. H., C/o Engr. Spl. Works
Stamopoulos, H., W.F. Spencer St.
O'Shea, T., R.F. Warragul

TRAFFIC BRANCH

Anderson, J. W., Head Office
Maher, R., Head Office
McDonald, L. R., North Melbourne Junction
Bollard, S. J., Avenel
James, J. H., Spencer Street
Pike, A. C., Head Office
Wood, T. W., Spencer Street
Griffiths, T. W. B., Croydon
Gilders, G. F., Ballarat
Dickenson, J. F., Spencer Street

STORES BRANCH

Jones, F. R., Reclamation Depot
Graves, W. J., Newport Workshops Storehouse
Fitzell, L. J., Printing Works

ELECTRICAL ENGINEERING BRANCH

Hutchison, A. J., Flinders St.
Teal, A. E., Flinders St.
Kolle, A. W., Overhead Depot, Batman Avenue

. . . AND DEATHS

TRAFFIC BRANCH

Wright, T. B., Melbourne Goods
Leahy, J. F., Spencer Street
O'Halloran, W. J., Ticket Checking Division

WAY AND WORKS BRANCH

Clarke, R. J., R.F. Laurens St.
Spencer, A. R., C/o Line Supvr. Nth. Melb.

RON BAGGOTT'S SPORTS PAGE

Interstate Ladies' Basketball

IN July last year, railway women met in interstate sporting competition for the first time, when the South Australian Railways Institute Ladies' Basketball Club visited Melbourne and played two matches—which incidentally they won—against the V.R.I. Ladies' Basketball Club.

This year, the South Australian girls invited the V.R.I. team to Adelaide over the Queen's Birthday weekend for a further two matches ; and provided a perpetual trophy for each game.

The Victorian party consisted of Misses Sheila Bumford (captain), Joan Thurgood (vice-capt.), Carmel Boyce, Gloria Carroll, Irene Constantine, Kerry Elliott, Sandra Langford, Janice O'Haire, Cathy Stoddart, Mrs. R. Baggott (Chaperon) with with me as Institute Representative.

In the first game, played on the Saturday against the S.A.R.I. No. 1 team, the Victorian girls held their opponents in the first and last quarters. Then the South Australian girls broke away in the second and third terms and, with brilliant play, added 20 goals to 5—winning by 31 goals to 15. The cup for this game was presented to the South Australian captain, Miss Helen Britcher, by Mr. B. Dineen (Councillor, S.A.R.I.) at a social function that evening.

In the Monday game against the S.A.R.I. No. 2 team, the Victorian girls got away to a good start and at the halfway mark held a five goal advantage. In the second half the South Australian girls fought back splendidly and had taken a two goal lead with five minutes of play. However, a terrific finishing burst by the Victorians, in which they threw four quick goals, gave the girls their first ever win over South Australia, the scores being 27 goals to 25.

At a buffet tea that evening, Mr R. J. Fitch (Assistant to the Commissioner) presented the cup for that match to the Victorian captain, Miss Bumford. He also presented trophies to Misses Bumford and Carroll, who were adjudged the best Victorian players in each game.

Mr. B. L. McInnes (General Secretary), his colleagues Messrs. W. Dunbar, B. Dineen, N. Breynard and S. Watson, charming liaison officer Miss Heather Webb, councillors and ladies of the S.A.R.I., all contributed to the warm welcome and excellent entertainment provided during a most enjoyable stay in Adelaide.

The V.R.I. Ladies' Basketball party at Spencer Street after returning from Adelaide. (From left) Misses G. Carroll, C. Boyce, K. Elliott, J. O'Haire, I. Constantine, S. Bumford (capt.), C. Stoddart, Mrs. R. Baggott (chaperon), Misses S. Langford and J. Thurgood (vice-capt.) At back V.R.I. Representative Ron Baggott.

Interstate Golf

In the Australian Railways Institutes' 1963 Interstate Golf Carnival, held recently in Brisbane, the record number of six systems competed.

The itinerary provided for six days of golf—the Commissioners' Shield and Tintara Cup matches at Gailes Course taking two days, and the individual championships at Indooroopilly one day. Minor events were played at the Brisbane, Nudgee and Keperra Courses on the other three days.

In the first round of the Commissioners' Shield and Tintara Cup matches, Victoria beat Commonwealth and Queensland defeated Western Australia. New South Wales and South Australia each had a bye. In the second round Queensland and N.S.W. eliminated Victoria and South Australia respectively. Queensland then met New South Wales in the final and comfortably beat them to record their first ever Shield and Cup victory.

The major individual event, the A.R.I. Singles Championship, played over 27 holes, went to R. Hertrick of Queensland thus completing a fine double for the home State.

The best performance by a Victorian player was that of L. Chibnall from Ballarat who, after dead heating with A. McNamara of Queensland in the B Grade Singles Championship, lost the title in a play-off over nine holes. Other Victorians to collect trophies in minor events were : L. Barlow, H. Whelan, H. Casley, A. Hoffman and J. Kennedy.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne 2317—63

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST

VR

1963

THE MONTH'S REVIEW

Mr. Transport

THE theme of this year's V.R. exhibit at the Royal Agricultural Show will be the capacity of " Mr. Transport "—the Department—to handle mass movement both of freight and passengers. Well designed displays will emphasize the economy and efficiency of mass transport and show how the railways have an answer to every transport problem, no matter how big. Specialized wagons and other facilities for special types of loading will be featured ; and, in addition to the model trains, there will be 1/12th scale models of rolling stock and a working model of a bogie exchange.

Players use train

MOST League and Association football clubs used the train when playing at Geelong this season. They travelled in a 280 h.p. diesel rail-car from their home station to either Geelong or South Geelong, according to the ground on which they played. On most days it ran express. The change to rail transport came after discussion between the Department and individual clubs early in the year.

Mobile's movements

THE Department's mobile advisory bureau is proving as popular as *Southern Aurora*. During the spring season for country agricultural shows it has been very heavily booked. It will appear at the following locations on the dates shown :

Horsham	... October 2–3
Kerang	... October 8–9
Cohuna	... October 11–12
Geelong	... October 17–19
Warrnambool	... October 25–26
Sale	... November 1–2
Echuca	... November 8–9
Hamilton	... November 13–14

More T class locos

TWENTY more 900 h.p. T class diesel-electric locomotives will be bought to supplement the 47 diesels of this type already in service. They will be obtained from Clyde Engineering Co. Pty. Ltd. The first is expected to be delivered in January 1964, and the order completed the same year.

Due to rising traffic trends and the condition of some of the steam locomotives that are beyond their economic life, it has become necessary to obtain the additional 20 diesel-electrics as soon as possible.

Over recent years, the annual traffic train mileage has shown an upward trend and the estimated figure of 11,600,000 miles for the 1963–64 financial year indicates that the trend will continue.

Annual traffic train mileages since the financial year 1959–60 are as follows :—

Year	*Annual Mileage*
1959–60	9,873,000
1960–61	10,212,000
1961–62	10,337,000
1962–63	11,200,000

Worth Quoting

" I love trains ; I'd much prefer train to air travel, although I realize that air travel's useful if you're in a hurry, but for thoroughly enjoyable travel, I'll take the train in preference to any other form of transport, including the car—for long journeys, that is . . . . . " (*Catherine Kaye in The Advocate*)

AS a result of better facilities offered by the railways, such as the new box cars, rail freighting has recently become more economical. We have therefore swung increasingly to rail transport for the movement of large tonnages that we deliver interstate. The inauguration of the standard gauge line between Melbourne and Sydney, thus providing a direct link between Melbourne and Brisbane, the improvement in rolling stock, and the system of transferring complete box cars between gauges by changing wheel bogies in Melbourne have encouraged this trend. (*from Annual Report of Australian Paper Manufacturers Limited*)

Divider beams

These coils of strip steel are in an ELF wagon that has been fitted with 8 in. by 3 in. wooden divider beams to carry special types of loading that need this protection during transit. It is the first of a group of wagons to be fitted with the beams. The steel strip from Port Kembla, is going to Geelong.

FRONT COVER

Birthday trip : on her 101st birthday, Miss Minnie Browne, of Gardenvale, set off by *The Overland* for a fortnight's holiday in Adelaide. For this occasion, the Refreshment Services baked her a cake—with one candle—and the Commissioners sent her a basket of flowers. Conductor M. C. Snell shows her the cake before serving it with her evening cup of tea. Miss Browne is probably the Victorian Railways oldest passenger (see June *News Letter*, page 92).

V.R. STAFF BALL

BIGGER AND BETTER

Crowd applauds singer.

THE attendance of 1,200 railway people at the eighth staff ball justified its committee's claim that it is the biggest—and one of the brightest—functions of the season.

The official party comprised Mr. L. S. Reid, D.F.C., M.L.A. (representing the Minister of Transport) and Mrs. Reid, Mr. E. P. Rogan, Commissioner, and Mrs. Rogan, and Branch heads Messrs. W. Walker, J. R. Rewell, W. O. Galletly, W. Fox, F. Orchard, A. C. Stockley and their ladies.

The decorations included a centrepiece of model trains running through a miniature forest of hundreds of young plants—the work of Head Gardener W. Frain and staff. Displayed on the walls were a series of posters that will never be seen on Victorian or any other railway stations.

A colourful floor show was given by the Rats of Tobruk Association Highland Pipe Band.

T.V. personality Jeanette Forsythe (the "Darrods Girl") of GTV 9 attended and selected the Belle of the Ball.

News Litter (no connection with this magazine) made its annual appearance at the ball. As usual, it had a libel in every line, was completely unreliable and as eagerly read as ever.

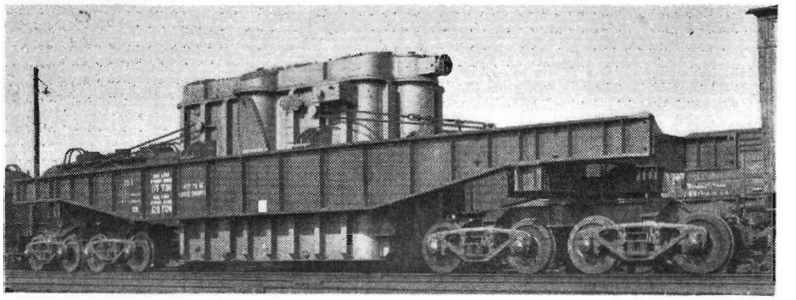
Funds received from the ball, in excess of expenses, will be donated to the railway auxiliary for the Orthopaedic Hospital. Much of the success of the ball was due to those committee members who have been actively associated with all the eight V.R. staff balls—Messrs. F. Storan, J. Conheady, I. Jelfs, and A. Roberts.

The Geelong table.

(*Above*) Belle of Ball Miss Margaret Brownlee receives sash from TV personality Jeanette Forsythe (the "Darrods Girl").

(*Right*) One of the posters that decorated the walls but wont be seen on any railway station.

QS 2 BIG WAGON FOR BIG LOADS



74-ton transformer in Melbourne Yard awaiting dispatch to Redcliffs.

THE Department's biggest wagon—QS 2—made a record recently when it carried a 160-ton transformer from the ship's side to Hazelwood for the State Electricity Commission. Including the wagon's tare of 69 tons, the total load was 229 tons—the heaviest single load ever carried on the V.R.

QS 2 is versatile as well as big.

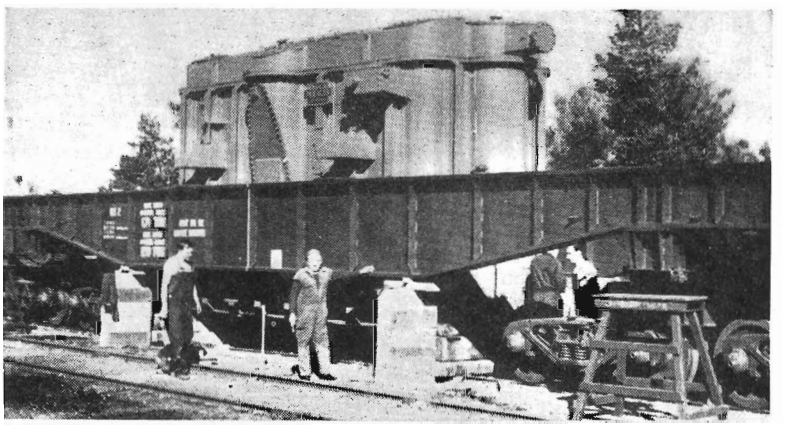
- Its width can be increased from the normal 9 ft. 8 in. to 11 ft 10 in. to handle oversize loads ;
- both sides can easily be removed so that the wagon can be unloaded by winch and ramp when a crane is not available at the destination.

When carrying its maximum loading of 171 tons the wagon has four 6-wheel bogies and a total overall length of 88 ft. In what is termed "light condition" it has four 4-wheel bogies, is 65 ft. long and has a capacity of 120 tons.

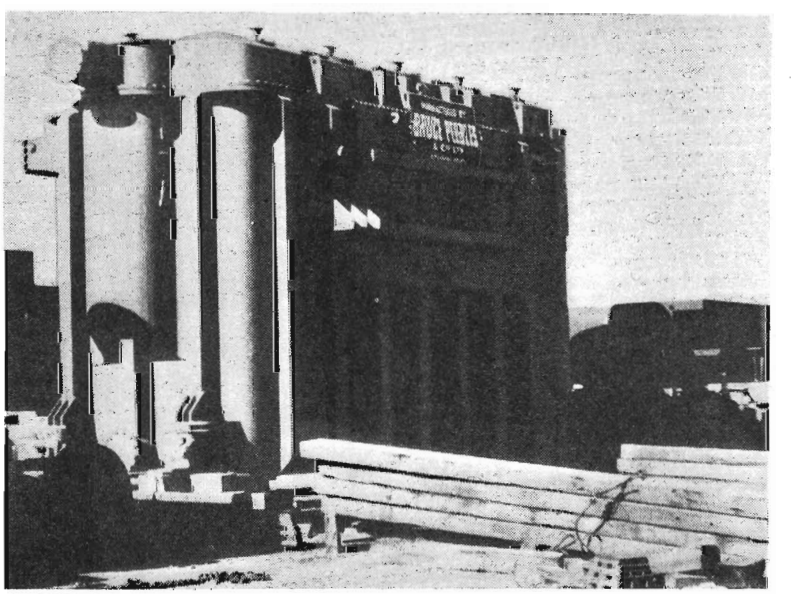
QS 2 will carry much of the heavy electrical equipment for the Snowy Mountains scheme. In the near future it is scheduled for 16 trips carrying turbine components for the Murray 1 Power Station for that scheme.

The wagon was designed by Victorian Railways engineers and built at Newport Workshops.

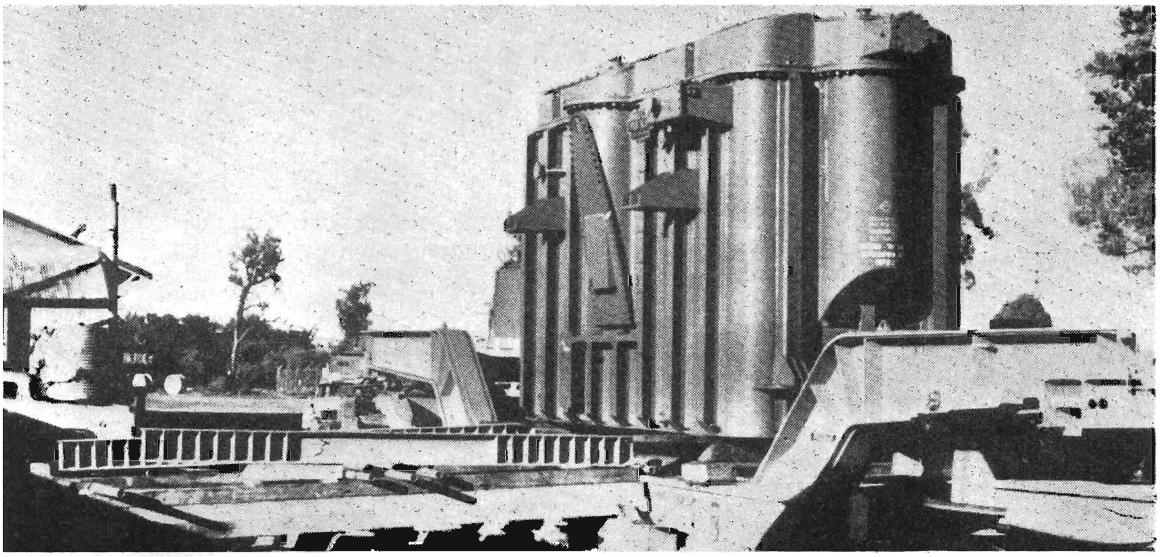
The pictures show stages in the transport of a 74-ton transformer from ship's side to Redcliffs. As the transformer was 11 ft. 10 in. wide and 14 ft. 3 in. high it had to be moved on a Sunday and travel at low speeds. Maximum speed was 20 m.p.h., which was reduced to 5 m.p.h. when passing through stations and over open level crossings.



At Redcliffs, timber supports are placed under one side of the wagon to prevent it tilting when the opposite side is removed.



Timbers to form a ramp are placed in position so that the transformer can be hauled by winches on to a road vehicle. This method of side unloading was adopted because a crane of sufficient capacity to lift such a heavy load was not available.



The transformer has now been winched across to its road vehicle ready for transport to the Redcliffs power station.

CANADIAN REPORTER

TRIES THE TRAIN

" SOME of you saner folk may travel by train quite often, but being a newspaper reporter I sometimes find myself whipping back and forth across the continent by plane, and it's not always a happy experience," said Joseph Scanlon in a radio talk from C.B.C., Ottawa, Canada.

" I've eaten the same chicken lunch five flights in a row. T.C.A. says this last is impossible, but it isn't—I know.

" Two weeks ago with another trip to make—this time to nearby Montreal— I decided to take the plunge and go by train.

" The first bonus was the absence of that annoying limousine or taxi ride to the airport. The taxi costs about $4 even from the nearest part of the city, and the limousine leaves 60 minutes before plane time, to allow you a long wait at the airport. And, incidentally, why do airports have to be in the wilds of Ontario anyway ? Why can't they be a little more central like the Union Station we're so anxious to move ?

" The second thrill of travelling by train was the discovery that one can arrive at the last minute. I got to the station five minutes before train time. There were no annoyed frowns from the counter clerks, no looks of resignation from the stewardesses. No. I simply bought a paper, wandered in and sat down and the train pulled out. No bag checking was necessary.

" Now this is not to say that trains always leave on time and that airlines never do. It's just a reminder that airports, take Malton for example, sometimes fog in, while train stations are not usually afflicted with this malady.

" Finally comes the real thrill of travelling by train. There is room, loads of room, no scramble for the solitary washroom, no objection to standing in the aisle. Even in the economy class you can wander about and stretch your legs, or go to the diner or bar if you please, and somehow you don't feel as pushed on a train to mind your manners.

" Now I can already hear some objections.

" On a plane, there's no tipping.

" On a plane, you get a free meal.

" On a plane, you get there much faster.

" Well, it won't wash, folks.

" There is no tipping when you travel by plane—that's true—unless of course you want a porter to carry your bags, or want to take a taxi to the airport.

" You do get a free meal, but you don't get any choice unless you're prepared to pay through the nose for this first class privilege.

" There's no assurance you'll get there any faster.

" Of course, if you're going to Vancouver you'll make it in hours instead of days, but if you're going to Montreal, from city centre to city centre, you won't save more than a few minutes, if that.

" By train from Ottawa to Montreal or the other way takes two hours and five or ten additional minutes.

" By air from Ottawa to Montreal —that's city centre to city centre— takes almost exactly the same amount of time.

" But there's a difference.

" If you go by train it's two hours of uninterrupted travelling time, time in which you can have a leisurely meal in the diner, or time in which you can read a book or plan your work or even browse or sleep.

" If you go by air that two hours and 10 minutes is broken up into taxi to the airport, time at the ticket counter, waiting for the plane to start, getting on the plane, sitting on the runway, holding your breath for takeoff and landing, picking up your bags, finding a taxi or bus, and stumbling onto the bus and into the city.

" There's simply no restful comparison.

" The next time you go to Montreal why not thumb your nose at T.C.A. and travel by train as I did . . . . "

—(Canadian National Railways magazine *keeping track*)

THE POWELLTOWN TRAMWAY

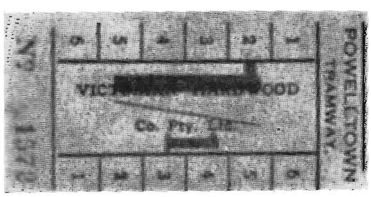
BY

ROBERT J. WILSON

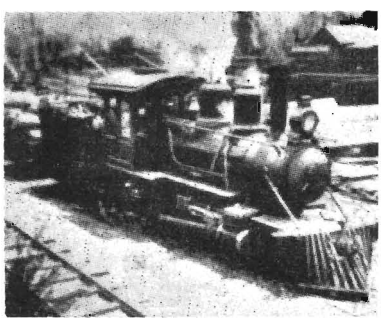
ROBERT WILSON is a student at Carey Baptist Grammar School, Kew. His article is reprinted from *Why*, a school publication.

The Powelltown Tramway was notable for being the only narrow gauge private line in Victoria to make provision for passenger traffic. It had a real passenger carriage, a schedule of fares, and the added distinction of having its timetable printed in the Victorian Railways public timetables.

THERE have been various methods of transporting timber in Victoria. In the early days it was hauled by teams of bullocks, but, in later years, it was mainly carried by rail. These railways ranged from rough, wooden-railed horse tramways to the larger steel-railed locomotive-operated tramways.



A Powelltown Tramway ticket.



(Right) Little Yarra **at Yarra Junction.**

One of the most interesting of them, known as the *Powelltown Tramway*, was operated by the Victorian Hardwood and Sawmilling Company between Yarra Junction and Powelltown.

I undertook to make this study because I had seen a few photographs of the tramway and had heard that this was a rather interesting line. My parents, who had travelled on it in the past, gave me much information about its operation. I obtained further details from a member of the Australian Railway Historical Society. The Victorian Hardwood and Sawmilling Co. kindly gave me some photographs of the locomotives and facts about the later years of its operation. I have not explored the route of the line completely but the remnants of sections are still visible from the Yarra Junction-Powelltown road.

In 1902 the Victorian Hardwood and Sawmilling Company established a mill and seasoning works at Powelltown, some 40 miles from Melbourne, in the heart of some of the State's finest forest country. The Company, which was operating on State Forest land, obtained authority to construct a steel-railed 3 ft. gauge tramway for freight and passenger traffic from Powelltown to Yarra Junction. There were numerous extensions into the forest for bringing in logs for milling, and after reaching Powelltown the sawn timber was conveyed to Yarra Junction and then to market over the Government line.

The first section, from Yarra Junction to the township of Powelltown, was 10½ miles in length, passing through a number of small halts, stations and sidings : Barrier, Gladysdale, Black Sands, Three Bridges, and Guilderoy. It followed the Little Yarra River, a very suitable route, as the river gravel was used for track ballast. The gradients were very steep, at times being 1 in 30, and the line rose from 377 feet above sea level at Yarra Junction to approximately 700 feet at Powelltown.

Leaving Yarra Junction, the line turned south and followed the Powelltown road for about half a mile. From then on it was fenced as it followed the river, making its way through thick scrub and then past second growth timber on neighbouring hills. At several points old horse tramways with hardwood rails could be seen going off to old mill sites. Having crossed swampy country, which possibly gave Black Sands its name, the line came to a series of timber bridges after which Three Bridges was called. From Guilderoy, the next township, to Powelltown, the country was thickly timbered.

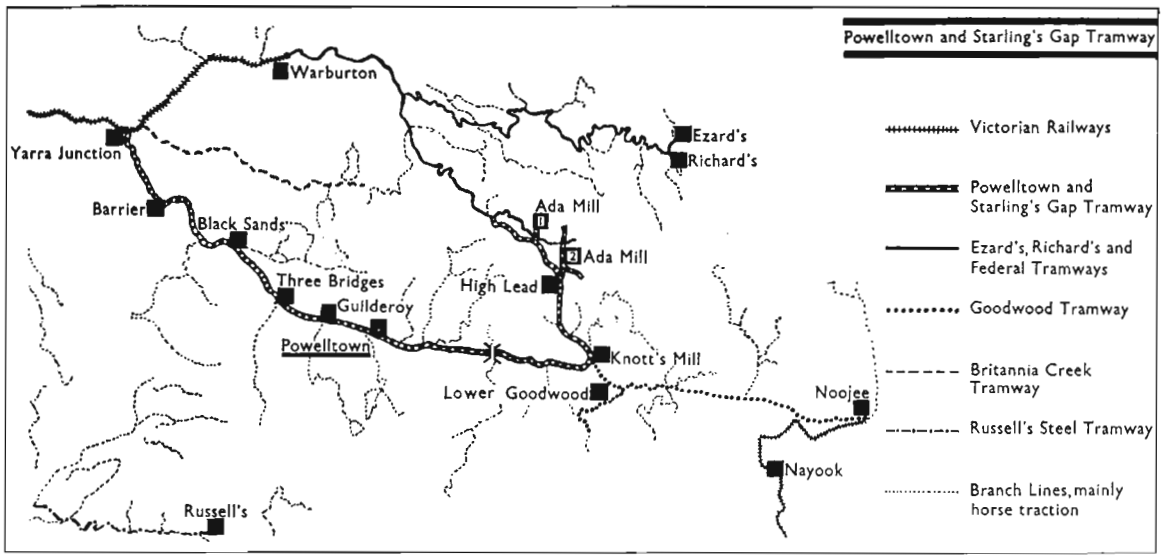
The line actually continued beyond Powelltown, but for the haulage of timber only, and the quality of the track deteriorated somewhat. The route continued along the valley of the Little Yarra River, climbing to 1,000 feet and crossing two or three high curved trestles before entering Gap Tunnel, which pierced the watershed to the Latrobe River Valley. About 1,000 feet long, the tunnel was timber-lined throughout. This section of line from Powelltown had sharp curves and steep grades.

Immediately at the eastern portal of the tunnel was the town of Nayook West. The line then descended the Latrobe Valley for three miles. Two and a half miles further on the line turned northwards towards the junction of Big Creek, where Knott's Mill, served by a 3′ 6″ gauge tramway was situated. The line then followed Big Creek west for a mile to the foot of the High Lead incline, which was worked by steam winches, and finally crossed over in the Ada River Valley and came to Ada No. 2 Mill.

" One engine in steam "

There was no system of safe working on the line. The Company generally relied on the " one engine in steam " method ; this meant that only one engine was used on the line at one time. No serious accidents were recorded, so the system seems to have been quite satisfactory.

Passenger traffic was normally handled by the single composite car, which had been built of hardwood at the Company's workshops at Powelltown. It was painted red-brown, had seats for twenty people,



and was the only bogie vehicle on the line. The guard, who carried out all the duties connected with running the train, collected the fares ; only single tickets were issued, the through fare being 1/1d. and the intermediate fares proportionately less.

Normally only Company goods were handled, but arrangements could be made with the Company to take public goods when required.

A 1938 public time-table shows the following :

	Mon. to Sat. a.m.	Sat. p.m.	Mon. to Fri. p.m.
P'town... dep.	8.30	1.15	3.30
Y. Junct. arr.	9.30	2.30	4.40
Y. Junct. dep.	10.45	3.45	5.30
P'town... arr.	11.45	4.45	6.30

Among the rolling stock used on the line were 85 open-sided wagons and one box car.

The normal rolling stock did not usually work beyond Powelltown, as carriage of logs or sawn timber over the extension was done by timber bogies working in pairs ; their wheels had specially wide treads and deep flanges for running on hard-wood rails.

When hauled to Yarra Junction these bogies were, as a precaution, marshalled behind the regular vehicles as they sometimes became detached en route.

The locomotives

The first locomotive on the line was a small 0-4-2 saddle tank engine, built in England in 1901 by the Kerr Stuart Locomotive Works. Its driving wheels and trailing wheels were only 24″ and 9″ respectively, and it worked on a pressure of 130 lb. per sq. in.

Nearly all the locomotives on the line had names. The second one, called *Little Yarra*, was a 2-4-0 tender engine built in 1912 at Philadelphia, U.S.A., by the Baldwin Locomotive Company. It had outside cylinders 11″ x 16″, worked on a steam pressure of 100 lb. per sq. in., and had a huge brass bell mounted behind the steam dome.

Powellite was an 0-6-0 tender engine built in 1914 by W. & G. Bagnall Locomotive Works, Stafford, England. It had outside cylinders 10″ x 8″, a working pressure of 160 lb. and a tractive effort of 7,600 lb. The six-wheeled tender carried 150 cubic feet of wood and 800 gallons of water.

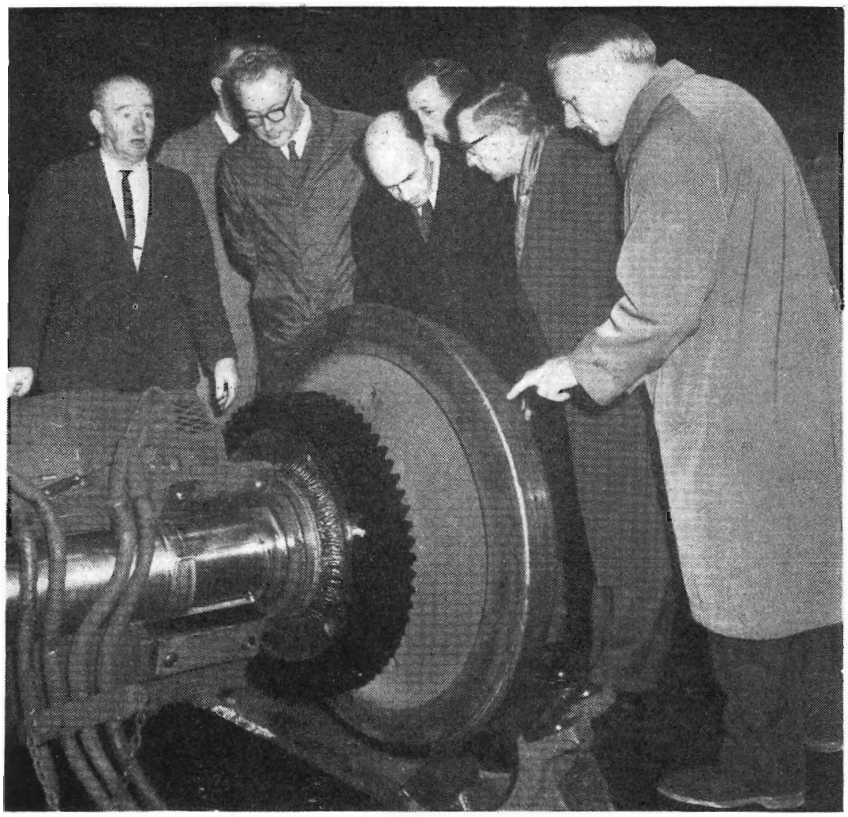
Another engine, purchased in April 1916, was intended to replace the original Kerr Stuart locomotive. It was an 0-4-0 tank engine with outside cylinders 7″ x 12″, and worked on a pressure of 140 lb. Officially it was referred to as the *Second No.* 3, but it was popularly called *Coffee Pot*.

Perhaps the most interesting engines on the line were two indentical geared engines. These were built in 1912 at Lima, Ohio, U.S.A., by the Lima Locomotive Company, to the *Shay* patent. They followed the manufacturer's well-known design, having three vertical cylinders arranged to drive a telescopic cardan shaft on the right-hand side, and this in turn drove both axle boxes. These locomotives were fitted with huge diamond smokestacks which muffled their sharp exhaust and made them sound more like washing machines than railway engines. Painted green with brass fittings, they were logically called *Shay*. They were suitable for rough logging tramways and, like all locomotives on the line, burned wood in four feet lengths. One of the Shay locomotives was bought from Cameron & Sutherland in February 1920.

Powellite and *Little* Yarra took turn about on Yarra Junction-Powelltown section, while the "*Shays*" worked the heavily graded section between Powelltown and the mill inclines. *Coffee Pot* was used in the bush between the mill inclines. It is interesting to note that when the Yarra Junction doctor was wanted anywhere between Powelltown and Yarra Junction, a locomotive was sent out from Powelltown. When it reached the top of the hill near Yarra Junction, the driver blew the whistle and the doctor knew he was wanted, and would go to the railway yard to travel back to where he was needed.

Towards the end of the war, business decreased and passenger patronage slackened. Accordingly the passenger service was withdrawn, and the last passenger train ran on September 2, 1942. The line ceased operating altogether in August 1944.

The locomotives met with varying fates. The second Kerr Stuart engine *Coffee Pot* was in use until the line was closed in 1945. It was bought by Dickson Primer Pty. Ltd., and then sold to M. Dalley & Co. *Little Yarra* was kept in rather bad condition in later years, and was ultimately sold to Cameron & Sutherland Pty. Ltd. for the British Phosphate Commission in Nauru. *Powellite* also was sold to the same firm for use in Nauru. One of the *Shay* locomotives was sold to D. Cann & Sons for £325 ; the other *Shay* was to have been sold to Australian Paper Manufacturers Ltd. in June 1943, but the transaction was not carried out.



EXECUTIVES' VISIT : Included in the course conducted by the Australian Administrative Staff College for executives in business and Government, is an inspection of selected V.R. installations in the metropolitan area. Picture shows a group at the Diesel Locomotive Depot examining a wheel assembly removed for change of traction motor.

TRAIN OF KNOWLEDGE : Some of the 560 children from the Shepparton district, who came to Melbourne recently to visit industrial, commercial and Government establishments, are leaving the train at Spencer Street. Purpose of visit was to give them some idea of conditions in the industry they may select for a career. The trip was organized by the Department of Labour and National Service in co-operation with the Rotary Clubs of Shepparton, Kyabram and Melbourne.

AT REST : The old *Norman* car bei
in the Australian Railway Historic
in the Newport Workshops area. Bu
at the Workshops in 1890, it was o
serverance. Ten years later it was re
car for Commissioners' inspection tou
Norman, after Mr. C. E. Norman wh
Chairman of Commissioners. Other
eum include eight steam locomot
car will be a display of photographs
More than 6,000 people have visite
last six months. In Champion Road
town station, the Museum is open to t
to 5 p.m. on Saturdays an

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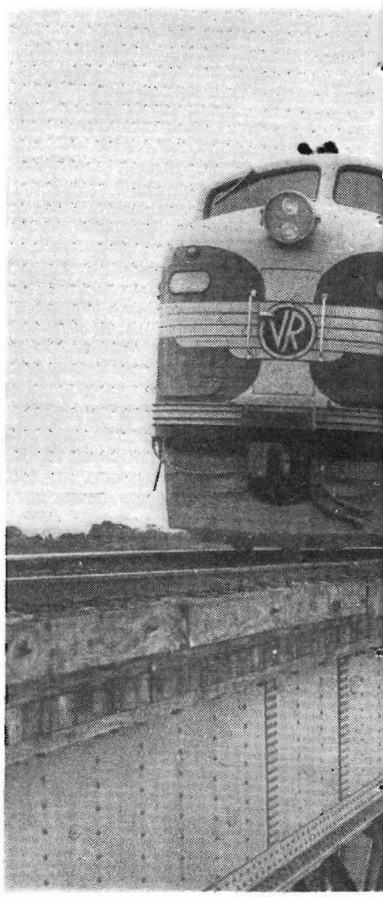

FAST FREIGHT :

placed on display
Society's Museum
as a sleeping car
nally named *Per-*
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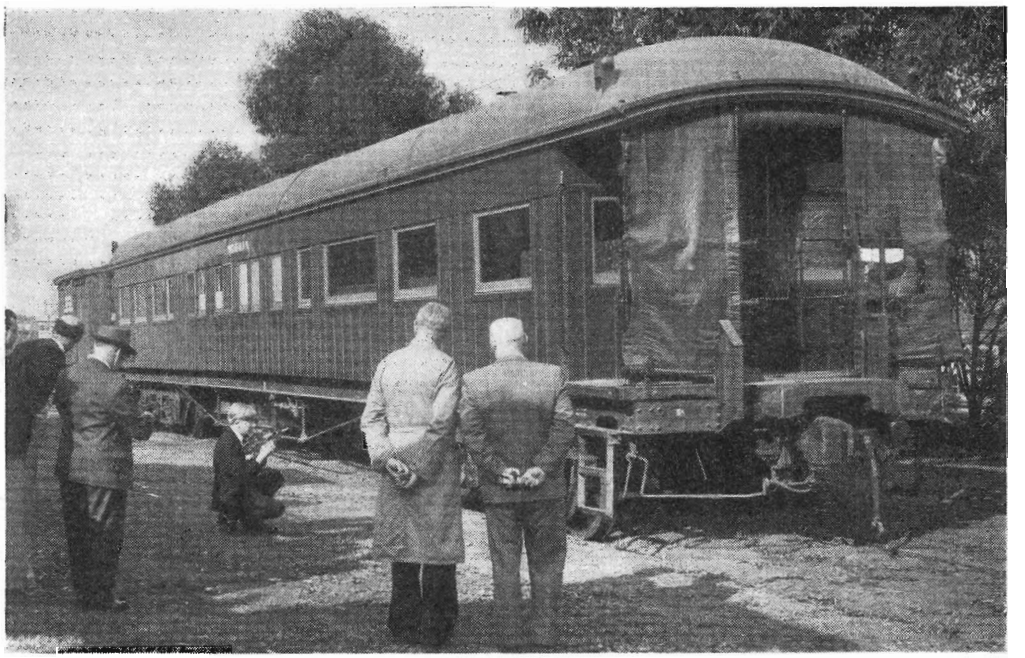
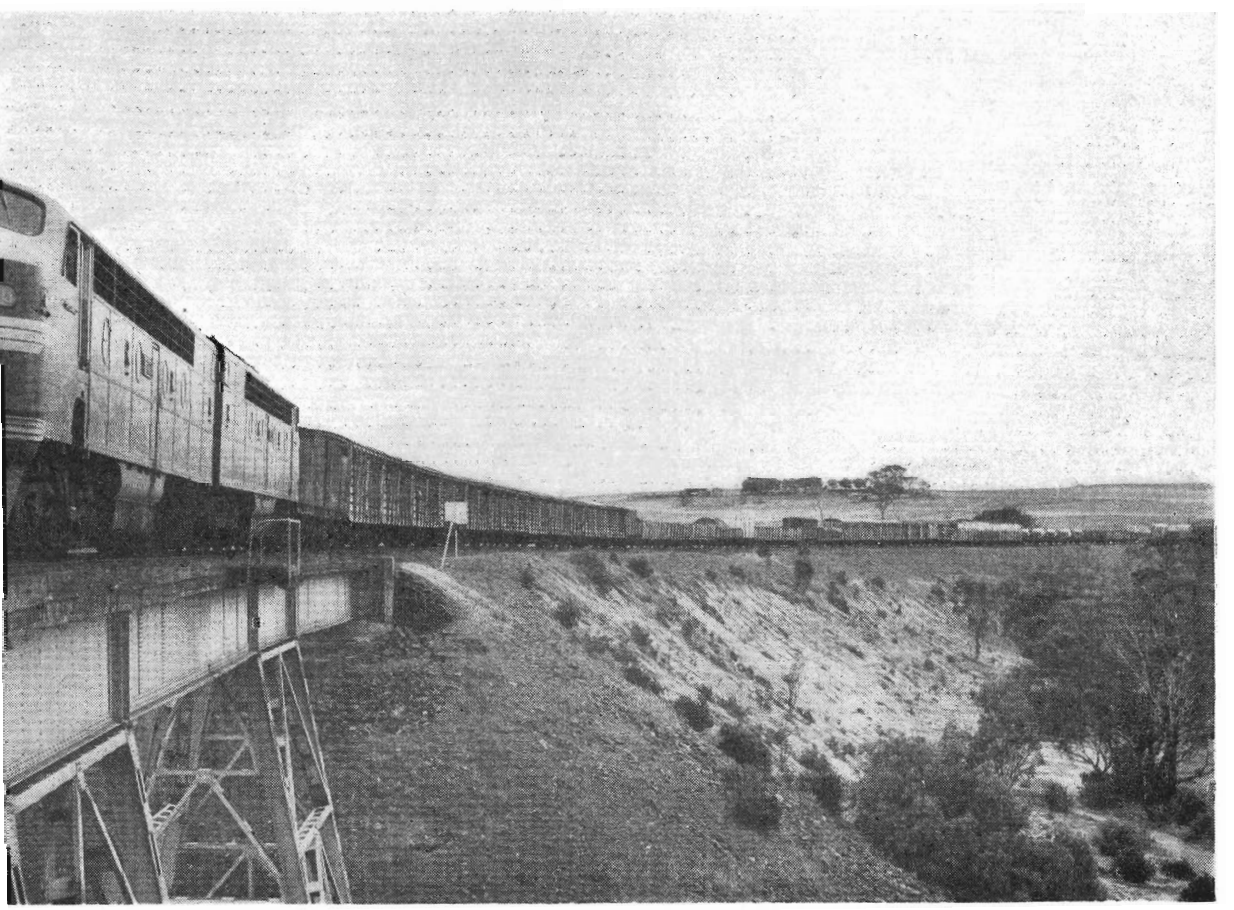


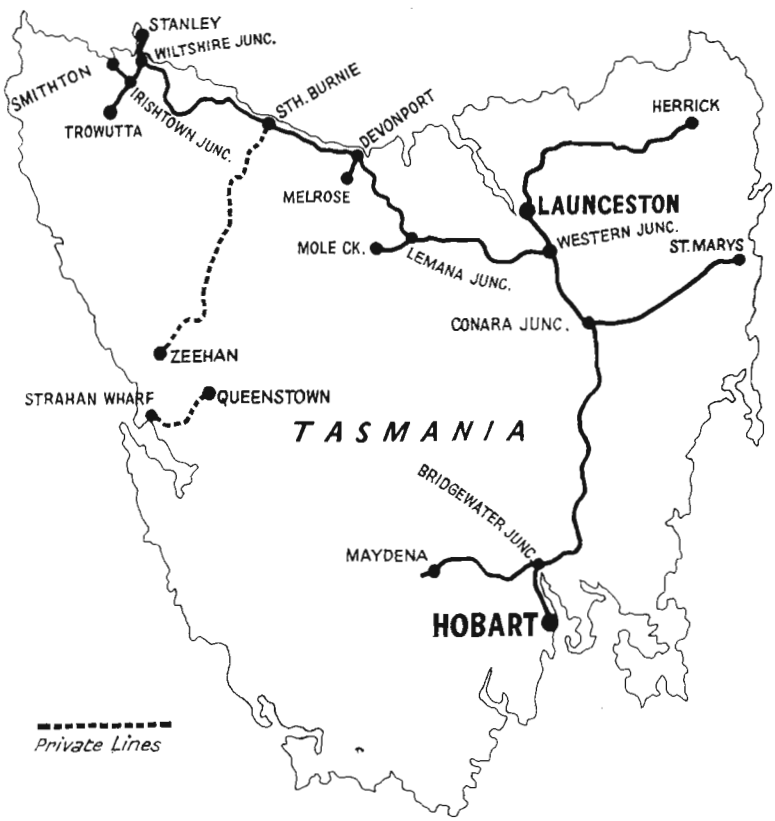


r thundering down Ingliston bank, No. 38 fast freight streaks across the bridge at the foot of the bank on the last leg of its 483-mile trip from Adelaide with over a thousand tons of freight.

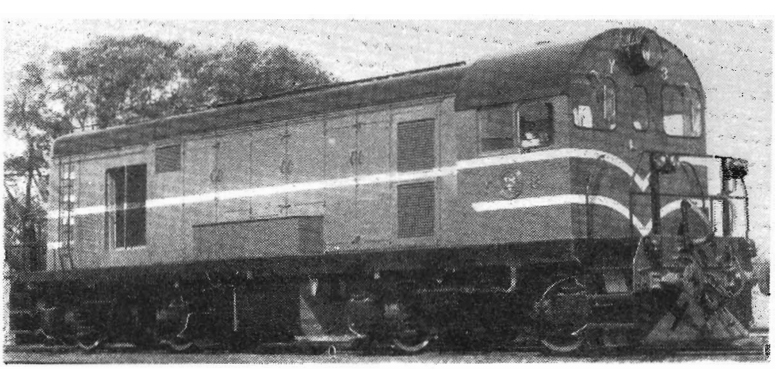
TASMANIAN GOVERNMENT RAILWAYS

A VERSATILE ORGANIZATION

THE first article in this series covered the activities of Australia's largest railway organization—the N.S.W.G.R. This article, from the Tasmanian Transport Department, deals with the smallest Government system.



Map showing Tasmanian Government and private railways, terminal stations and junctions.



The new Y Class locomotive built in the Railway Workshops, Launceston.

The many and varied activities of the Tasmanian Government Railways are making a significant contribution to Tasmania's industrial expansion and development.

The State's railway system extends for 515 track miles, traversing the State ftom Hobart to Launceston and from Stanley in the far north-west to Herrick on the north-east coast.

The terrain covered by rail includes some of the steepest grades and tightest curves of any system in Australia. Despite this, by using two diesel-electric locomotives coupled together, loads of up to 600 tons can be hauled over the most difficult sections at quite reasonable speeds.

New locomotives

The latest additions to the system's locomotive rolling stock are three Y class 800 h.p. locomotives built in the railway workshops in Launceston. They are ideal units for this heavy work. A feature of these locomotives is the Bo Bo wheel arrangement which means that all four axles on each unit are driven by an electric motor. There are no idle axles. Their design, incorporating a comparatively short wheel-base bogie, makes for easy operation on the difficult curves.

Two additional Y class locomotives are at present under construction to bring the number of that class to five, and the total of the fleet to 37 diesel-electrics.

The Tasmanian Government Railways can now be regarded as being fully dieselised, as only a very small mileage is operated by standby steam locomotives.

Rail—Ferry Service

The Rail–Ferry Service between Tasmania and the mainland has been an unqualified success. It is an efficient and effective transport service combining perfectly co-ordinated road, rail and sea transport. It is available to potential clients between Tasmania and any other State in Australia and provides automatic insurance cover "door to door" throughout the Commonwealth, including sea transport across Bass Strait.

The basic container unit is the *railroader* which has proved to be both versatile and structurally sound for most traffic. It is the parent container of an evergrowing family that the railways are producing to meet the demands of this specialised transport so necessary for an island State.

The present programme of construction of these container units will bring the full strength up to

250 *railroaders*, two insulated containers, eight refrigerated containers, 14 bulk tippers, six livestock containers and one dual horse float, in addition to four privately owned liquid bulk chocolate containers.

Container use is increasing each week and it is not unusual to ship up to 170 units weekly between Melbourne and Northern Tasmanian ports. Potatoes are now being sent regularly from the North West Coast to Sydney markets at the rate of approximately 500 tons a week.

Special containers

The Rail–Ferry Service has revolutionized railway transportation in Tasmania and has been the primary reason for considerable development in the handling of ferry cargo in specially designed containers, thus eliminating conventional land handling and loading methods.

A recent development in Rail–Ferry transport is the carriage of perishable or frozen goods. The railway system has designed and built its own refrigerated containers to handle this type of freight. Four of these units are now in service, and another four are under construction.

In contrast to this, hot molten chocolate is carried in privately owned, insulated and heated 11-ton containers from Hobart to Melbourne in 48 hours.

Special containers are also used for the fast transport of livestock. The special stock crates have built-in feed boxes and drip trays.

All these containers can be carried with equal facility, by either rail or road vehicles as well as ferry ships, and can be lifted on or off such vehicles by fork lift crane or gantry.

Bulk transport

A new type of railway wagon, pioneered in Tasmania, is the 30-ton capacity covered wagon with four spring loaded steel roller doors on both sides—a type new to Australia. This wagon, designed for palletised freight, gives ready access to any part of its interior and provides safe stowage for all types of general freight. Its rapid and simple operation reduce loading and off-loading time.

The Tasmanian Railways now have 14 bulk cement wagons, each of 28 tons capacity, which supply the State with bulk cement from the Railton Cement Works. These wagons, designed and built in the Railway Workshops, can be pneumatically unloaded into bulk silos in 45 minutes.

EES Class Wagon with special roller type doors on each side

During the last 12 months, nearly 4,000 tons of pipes have been carried for hydro-electric development at Poatina. These heavy duty pipes, imported from Italy, weigh up to 24 tons each and are 11 feet in diameter.

A new 40-ton capacity wagon is now being developed. The bogies are the simple bar frame type of conventional design fitted with SKF roller bearing wheel sets. They are designed for use on the Tasmanian system at speeds up to 40 m.p.h.

Varied activities

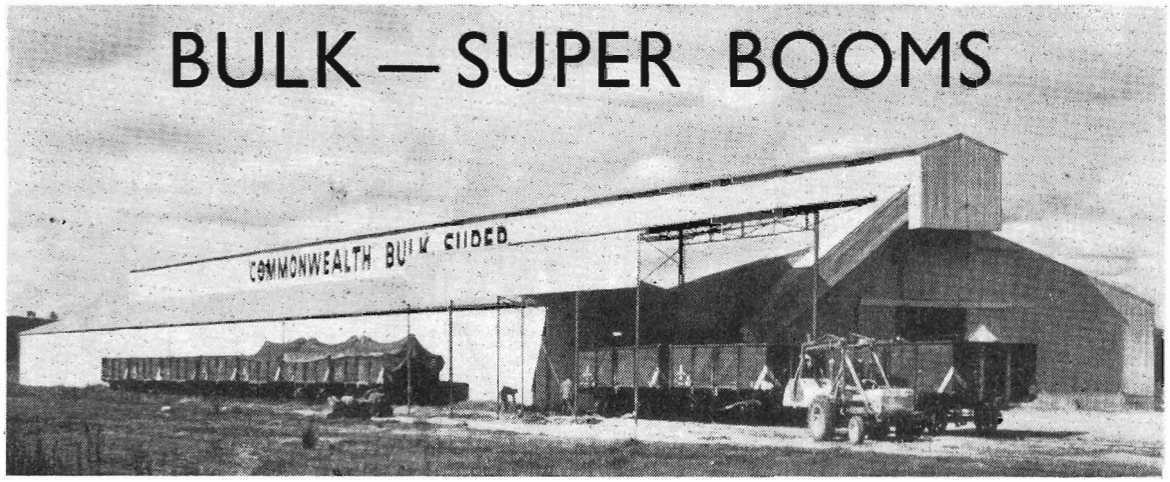
The Tasmanian Government Railways in addition to these various undertakings are sufficiently versatile to assist in the maintenance and annual overhauls of the Transport Commission's trading vessel M.V. *Sumatra* which operates a regular trading service between Hobart, east coast ports and Flinders Island. The Railways have also carried out the design, manufacture and fitting of a new Chart Room and hydraulic electric control to steering mechanism and winch gear. This latter work was required to enable M.V. *Sumatra* to take in tow a *Dracone* full of motor spirit.

The *Dracone* (its name is derived from the Greek for serpent) is a large sausage-shaped, rubberised container about 100 ft. long and 5 ft. in diameter with a capacity of 10,000 gallons of motor spirit which is carried in it from Hobart to Flinders Island.

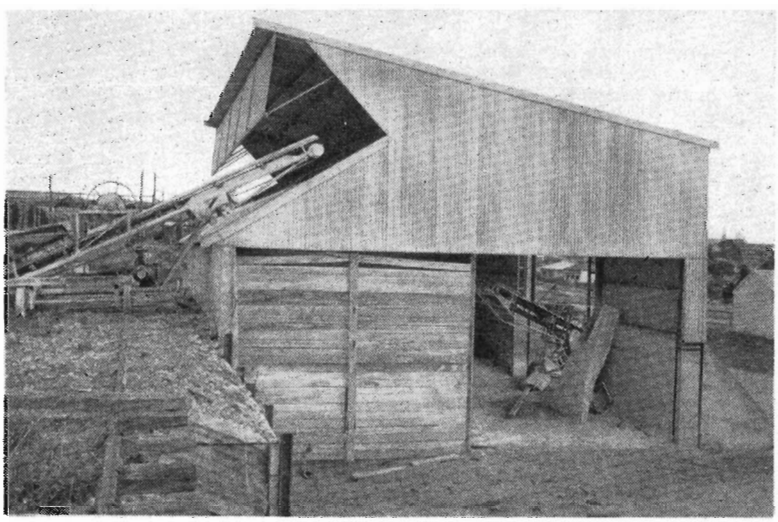
The Railway Workshops fabricate all the spans used in new steel railway bridge construction. The largest project of this kind was the recently built Black River Bridge. Fabricated in Launceston, the spans were transported by rail to the Black River.

Refrigerated Container F.R.C.C. type, used on Rail Ferry Services. Maximum load 10 tons, cubic capacity 55 tons.

BULK—SUPER BOOMS



This storage depot at Wodonga holds 10,000 tons of superphosphate.



Conveyor belt unloading ensures quick discharge of superphosphate from rail wagons into a specially designed 380-ton storage shed at Ararat.

BULK handling of superphosphate by rail is rapidly increasing in all Victorian country districts.

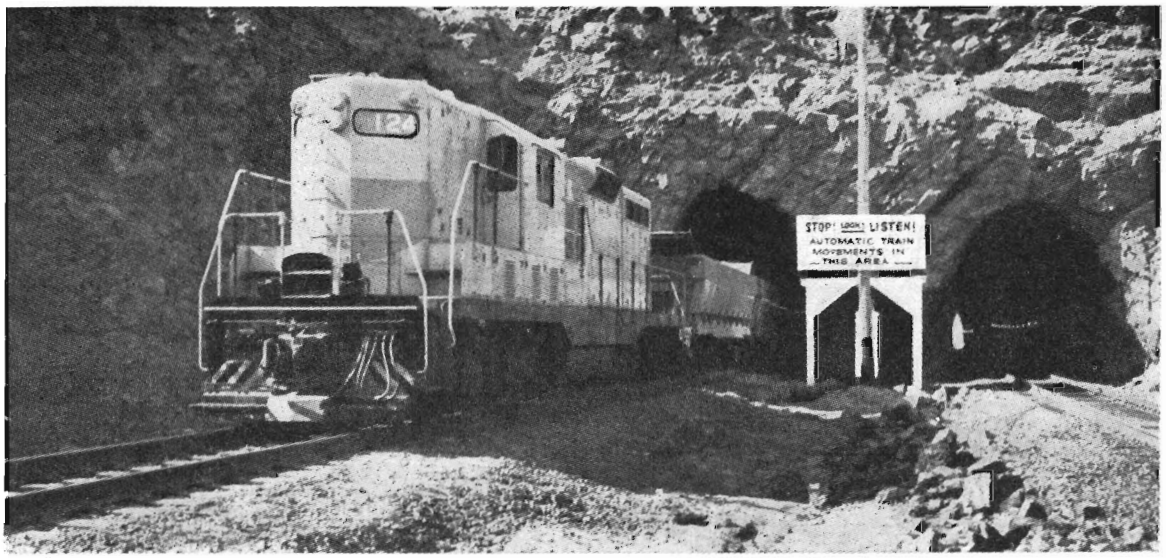
At present there are 82 storage sheds erected at rail sidings by fertilizer companies. The largest is at Wodonga and holds 10,000 tons. Standard types, of 200 to 300 tons capacity, have been erected at smaller country centres. In addition, some companies have built special storages to suit certain localities. More storages are proposed for the future.

The direct unloading of superphosphate into hopper-spreader trucks has also been developed by fertilizer-spreading contractors. This system allows quick access to bulk superphosphate at locations where there are no storage facilities.

The year ended June 30 resulted in a new record for superphosphate railed in Victoria. Altogether, 762,264 tons were carried—an increase of 62,711 tons over that for the previous year, which, at the time, was also a record.

At Glenorchy, a 6-ton hopper-spreader road truck is loaded in 15 minutes direct from rail wagon. After the truck spreads the fertiliser on local farmers' land, it returns for another load.

LINES FROM OTHER LINES



Crewless freight train takes on a load of ore.

First crewless freight train

THE world's first crewless freight trains, four 18-car ore trains, are running on a six-mile railway line in western Labrador (Canada). This single track railway can handle 55,000 tons of crude ore a day. Each of the four trains is powered by a conventional diesel-electric locomotive. The automation controls, built by General Railway Signal Co., provide for completely automatic, simultaneous operation of four trains.

Cars are of 100-ton capacity. The operation of each locomotive is directed automatically from the wayside by coded AC current.

It is believed these are the first crewless freight trains in the world. The USSR has conducted experiments with a crewless train using a locomotive-carried computer — but, so far, automatic operation in Russia, as in the U.S., has been limited to crewless subway trains. (*Railway Age*)

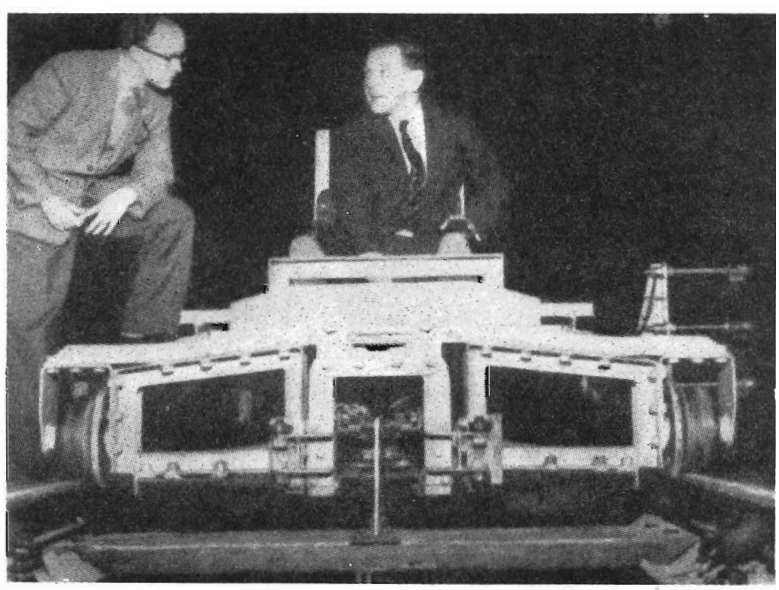
Crude oil for diesels

THE Canadian National and Canadian Pacific railways are trying to cut fuel costs by using crude oil in diesel locomotives. Forty of their locomotives are being used in the experiment. The test program involves use of crude oils from western Canada.

The purpose of seeking to use fuels other than distillates is largely to cut costs. Diesel fuel costs, in Canada, now represent about half the total cost of operating a locomotive in heavy freight service.

A fractional saving in fuel expense could produce substantial savings, if it is not offset by increased maintenance costs. (*Railway Age*)

Rail traction of the future?



Is this the shape of things to come? It shows the newly-developed linear electric motor during a demonstration at Gorton Locomotive Works, England. At the controls is Professor Laithwaite of Manchester University who, with Dr. F. T. Barwell, of British Railways headquarters, developed the device. Power is produced by electro-magnetism, and there are no moving parts in the "motor" which straddles the aluminium plate set vertically between the rails. (*British Railways Magazine*)

AMONG OURSELVES . .

Institute changes

Mr. Elliott (centre) recalls some of the lighter moments of his 29 years as V.R.I. General Secretary with successor Mr. Mitchell (right) and new Assistant Secretary Mr. Baggott.

General Secretary retires

IN its first 52 years the Victorian Railways Institute had only two General Secretaries. The second, Mr. W. E. Elliott, retired last month ; he had succeeded the first General Secretary, Mr. A. Galbraith, 29 years ago.

Mr. Elliott joined the Department as an apprentice patternmaker at the Signal Shops, Newport, in 1914. Two years later he was in khaki with the first A.I.F. Serving with the 5th Battalion, he was wounded and returned to Australia.

In 1930, Mr. Elliott was selected by the Commissioners as one of their nominees on the Institute Council, and three years later, was appointed General Secretary. During his term in that position, the Institute membership grew from 9,365 to its present total of nearly 17,000 and the number of country centres increased from 11 to 23.

On the day of his retirement, Mr. Elliott was farewelled by a large and representative group of railwaymen at an informal gathering in the V.R.I. Ballroom. Later, he was the guest of honour at a dinner tendered him by the V.R.I. Council at which about 150 were present including, Mr. G. F. Brown, Deputy Chairman of Commissioners, Mr. E. P. Rogan, Commissioner, and representatives of country centres, affiliated clubs, the Postal Institute and Railway Institutes of other States.

New General Secretary and Assistant

MR. F. M. MITCHELL, who has succeeded Mr. Elliott as General Secretary, is familiar with all the complex details of Institute administration as he has been Assistant Secretary since 1955. He began his career in 1937 as a junior clerk in the Commercial Branch. After some years in the Claims Division he was appointed a claims prevention officer in 1953. His work took him to most parts of the system and gave him experience that proved valuable when he was appointed Assistant Secretary of the Institute.

In the war, Mr. Mitchell served for six years as a lieutenant with the A.I.F. He was with the New Guinea air warning radio spotters whose daring exploits in penetrating Japanese held territory and radioing enemy movements were vital to the conduct of the war in the Pacific.

The new Assistant Secretary, Mr. Ron Baggott, will be familiar to readers of *News Letter's* back page which, as V.R.I. Sports Secretary, he has conducted for the past five years. A star footballer, in the 16 years of his active football career, Mr. Baggott played with Melbourne from 1934 to 1945, during which he took part in about 140 games and kicked nearly 350 goals. He played interstate cricket with V.R.I. and district cricket with Northcote.

During the war, he was for over three years with the R.A.A.F., serving for a time in the Islands. Mr. Baggott has been in the Department since 1933, starting in the Telegraph Office and afterwards becoming a clerk in the Stores Branch.

Station decoration competitions

INCREASING interest is being shown in the competitions for tree planting and decoration of stations., depots, barracks and rest houses. Entries for last year's (1962) competitions increased by one-third over those of the previous year, which, again, were 25 per cent. above those for 1960. The results were published in Weekly Notice No. 30 of July 27.

The total prize money that can be won in this year's competitions is £1,053.10.0.

40 hours week ?

A former railwayman, aged 80, has never really retired, mentally. Every day, from his track side home, he counts the wagons on every freight train that passes. One Sunday, at a family picnic, a son noticed that he was ignoring a passing train and asked, "Why aren't you counting the cars ". Answered the old gentleman : "I don't work on Sundays ". (Minneapolis *Tribune*)

Father and daughter

WHEN Leading Parcels Assistant G. Cooper retired on July 2, it was in the same month that his daughter, Mrs. S. B. Dowling, attained her twentieth year of service in the Department. Mr. Cooper started in the V.R. in 1915 and worked at many of the stations on the north-eastern and Goulburn Valley lines. He has been on parcels work for the last 15 years. A keen angler all his life, Mr. Cooper has fished in almost every river and stream in northern Victoria. This month he leaves for Queensland where he will sample the Barrier Reef fishing. A son, Mr. G. R. Cooper, is a clerk at Newport Workshops.

Mr. Cooper

Mrs. Dowling

Mrs. Dowling started as a portress at Middle Brighton in 1943 and remained there for 12 years. After a year at Middle Brighton she was transferred to the Traffic Branch Dispatch Office where she is engaged on sorting and distributing the flood of memos. and letters that pass through that busy section each day.

Saved foot

Acting Plant Operator X. Anagnostopoulos has good reason to smile approvingly at his safety boot. Since he joined the Way and Works Branch in 1957 safety footwear has twice saved him from injury. On the first occasion, some years ago, a heavy crossing timber dropped on his toes ; recently, a loaded 5-ton truck ran over his foot. In each case the steel-lined toe-cap—it can withstand a pressure of 6,000 lb.—protected him.

Seymour tennis star

The final of the V.R.I. Tennis Association's 1963 State Doubles Championship, held over from March, was decided recently. It resulted in a straight sets victory for B. Pearce (Seymour) and K. Bolton (Melb.) over K. Payne (Lilydale) and M. Barker (Melb.) 6–3, 6–0.

This completed a fine treble for Bruce Pearce as he had already won the singles title in March and, prior to that, at Country Week, won the country railways singles championship. It is also the second occasion he has won the State doubles title—the other occasion being in 1958 when partnered by Les Cook. In addition, at his only other appearance at V.R.I. Country Week, Bruce was runner up in both the country open and country railways singles championships.

Now 24 years old, and a clerk in the Depot Foreman's Office at Seymour, Bruce had his first major success at the age of 16 when he won the Seymour District Tennis Association's junior singles and doubles championship. The following year he again won the doubles title and was selected to attend Kooyong for a weeks special coaching under the eagle eye of Harry Hopman.

At the 1961 Seymour Easter Tournament, Bruce scored another treble taking the singles, doubles and mixed doubles events.

A member of the last three V.R.I. Interstate teams that participated in carnivals in Perth, Sydney and Brisbane, Bruce is now president of the Seymour V.R.I. tennis club and captain of the " A " grade team.

Brother in Pascoe Vale

THINGS looked black for Traffic Branch Clerk Graham Evans when he was photographing a diesel loco. in Yugoslavia, which he visited en route to his native England last year. Serious faced officials brought him to an office and poured out a stream of Yugoslav until an English-speaking yard foreman arrived and asked Graham where he came from. On learning it was Melbourne, the foreman excitedly asked did he know Pascoe Vale. It transpired that the foreman had a brother in that suburb. The affair ended with smiles all round and the foreman supplying some specimen railway tickets for Graham's collection.

Mr. Evans

Then, while photographing in an Iranian railway yard, he was again questioned. After telephoning between officials, they decided he was not a spy and apologised. Such are the tribulations risked by rail enthusiasts when they travel abroad.

Graham was recruited in England for the V.R. in 1956. His hobbies are travelling by train, photographing trains and collecting tickets. When he decided to return home for a visit, he naturally made a good deal—about 4,000 miles—of the journey by rail. He took the train to Brisbane, and through Malaya to Bangkok, plane to Bombay and bus from there to London. During his eight months in England, he worked with British Railways. (In the V.R. he is a booking clerk at Richmond.)

Graham returned with 700 colour slides, 800 railway tickets (bringing his collection to 2,700) and a wife. She was the girl who, in his home town of Rotherham, used to live almost next door.

School excursion

DURING the recent school vacation, a party of 20 boys from the Box Hill school, in charge of one of our teachers, made a trip to Rutherglen. They travelled by train from Spencer Street to Springhurst.

. . . The Stationmaster at Box Hill showed the utmost courtesy in arranging seat bookings and taking care of luggage. On the return journey, his counterpart at Springhurst had arranged with Wodonga for seats to be reserved, and although the train was crowded, the seats were kept and the boys advised of their exact location on the train so that they could quickly find them when the train stopped. On the journey from Springhurst to Melbourne, the Conductor, whose name was White and number 147, did everything he could to make the journey a pleasant and interesting one for the boys . . . .

—Phillip T. Jackson, Head Teacher.

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Muhlhan, G. E., Ararat
Grenfell, J. A., Bendigo North
Burgess, A., Newport
Urquhart, H. E., Jolimont
Martin, J. S. P., Shelter Shed
Stone, C. E., Head Office
Crammond, A. R., Newport
Fuchs, J., Newport
Lagana, G., Newport
Miles, G. C. Newport
Cassidy, W. H., Maryborough
Miller, R. M., Benalla
Harper, E. J. North Melb. Shops
Aughterson, J., Newport
O'Rourke, J. J., Jolimont
Beazley, W. C., Newport
Manders, J., Newport
Gulbin, C. F., North Melb. Shops
O'Dwyer, E. T., Newport
Butson, T., Newport

TRAFFIC BRANCH

Dusting, D. R., Glenhuntly
Hunt, O. C., Wodonga
Cooper, G., Spencer Street

TRAFFIC BRANCH—*continued.*

Olsen, J., Melbourne Goods
Crouch, W., Bentleigh
Santley, H., Burnley Goods
Kearney, W. E., Melbourne Yard
Dacy, H. D., Spencer Street
Edwards, A. H., Spencer Street
Holmes, G., Hamilton
Quirk, J. D., Warragul
Luke, W. R., Lilydale
Johnston, W. F., Melbourne Goods

WAY AND WORKS BRANCH

Sharpless, C. T., Anstey
Strangis, F., C/- Special Works
Amoroso, I., Orbost

STORES BRANCH

Sutherland, R., Ballarat East Loco.

ELECTRICAL ENGINEERING BRANCH

Glover, C. G. H., Flinders Street

SECRETARY'S BRANCH

Fogarty, Miss M., Head Office

AND DEATHS . . .

ROLLING STOCK BRANCH

Magnay, M. F., Seymour
Marshall, R. S., Newport
Bishop, A. L., Head Office
Stemmer, W. D., Swan Hill

TRAFFIC BRANCH

Gliddon, J. W., Melbourne Goods
Waterman, H. G., Bendigo
Worthington, M. J., Melbourne Goods

WAY AND WORKS BRANCH

Keech, A. H., Tongala

Trist, A. H., Spotswood Workshops

Dunn, J. M. J., S. & T. Bonding Section, Flinders Street

Powney, A. S., S. & T. Bonding Section, Flinders Street

SPORTING NOTES

Player flies high for a mark in the Melbourne Yard—Codon match.

Table tennis championships

A good crowd attended the 1963 table tennis championships held in the V.R.I. ballroom, Flinders Street.

Although entries were not as high as in previous years, the games were very evenly contested, many being played point for point to the last stroke.

Seventeen players entered the Men's Open Singles event which was won by Graham Lewis, for the second successive year. He beat W. Ernsdoerfer 15–21, 21–18, 21–9 and 21–15.

Men's Consolation event for players beaten in the first round of Men's Open Singles was won by M. Carroll who beat J. Massouris 21–12, 21–12. Men's Doubles Championship resulted in a win to the top seeded pair—W. Lawrie and R. Harkins—who defeated S. White and E. Martin 21–17, 21–17, 10–21, 21–8.

It is pleasing to record the strong support given to the championships by the ladies. From four ladies' teams currently playing in the internal competition, eight ladies entered for the Ladies' Singles event, which was won by Mrs. G. Morris, who beat Mrs. L. Payne 21–9, 21–12.

With only nine ladies available to compete, the entry for the Mixed Doubles event was limited to nine pairs. The winning pair—B. Smart and Mrs. G. Morris—beat W. Ernsdoerfer and Miss P. Blight 17–21, 21–14, 21–15.

At the conclusion of play it was intended to have afternoon tea and presentation of trophies. However, due to the late finish (6 p.m.) the tea was dispensed with. Trophies were presented to the winners by V.R.I. Councillor Frank McCloskey.

Although special trophies were provided for the Country Singles event it was disappointing to the Tournament Committee that no entries were received from country players for this event. It is hoped that, next year, more interest will be shown in the Championships. They will be held early in May to enable selection of the team to represent this State at the next Intersystem Table Tennis Carnival to be held in Sydney during September 1964.

Football

WITH only one match remaining for decision in the V.R.I.F.L. it appears certain that this season's finalists will be Newport Shops, North Loco and Suburban Lines.

The highlight of the month was the return match between Loco and Newport, Loco having being successful by 5 points at their first encounter earlier in the season. On this occasion Newport turned the tables, winning by a goal. In so doing, they went to the top of the ladder and will most likely go straight into the grand final. Loco and Suburban Lines will probably meet in the preliminary final.

Results of recent matches are :

Loco 13–13 beat Codon 0–2
Newport 19–20 beat Melb. Yd. 1–0
Loco 13–11 beat Melb. Yd. 1–0
Sub. Lines 9–11 beat Codon 6–3
Newport 7–8 beat Loco 6–8
Melb. Yd. 6–10 beat Sub. Lines 5–4
Melb. Yd. 5–10 beat Codon 0–3
Newport 8–8 beat Sub. Lines 5–8

Codon forfeited to Newport and Loco, and the latter to Suburban Lines. The position of the teams at present is :

Newport Shops 24 points, North Loco 24, Suburban Lines 16, Melbourne Yard 12, Codon nil.

New Sports Secretary

FOLLOWING the appointment of Mr. Baggott as V.R.I. Assistant Secretary, (see page 126) Mr. Oswald John Keating has been appointed Sports Secretary.

Mr. Keating

Mr. Keating, a clerk in the Rolling Stock Branch, joined the Department in 1933 and has worked at Ararat, Newport Workshops, North Loco and, for the last six years, in the accounts section at Head Office.

Although his sporting activity is now confined to golf and tennis, Mr. Keating played Association football with Northcote in '38 and '39.

During the war he served with the 2/163 General Transport Company in the Pacific Islands.

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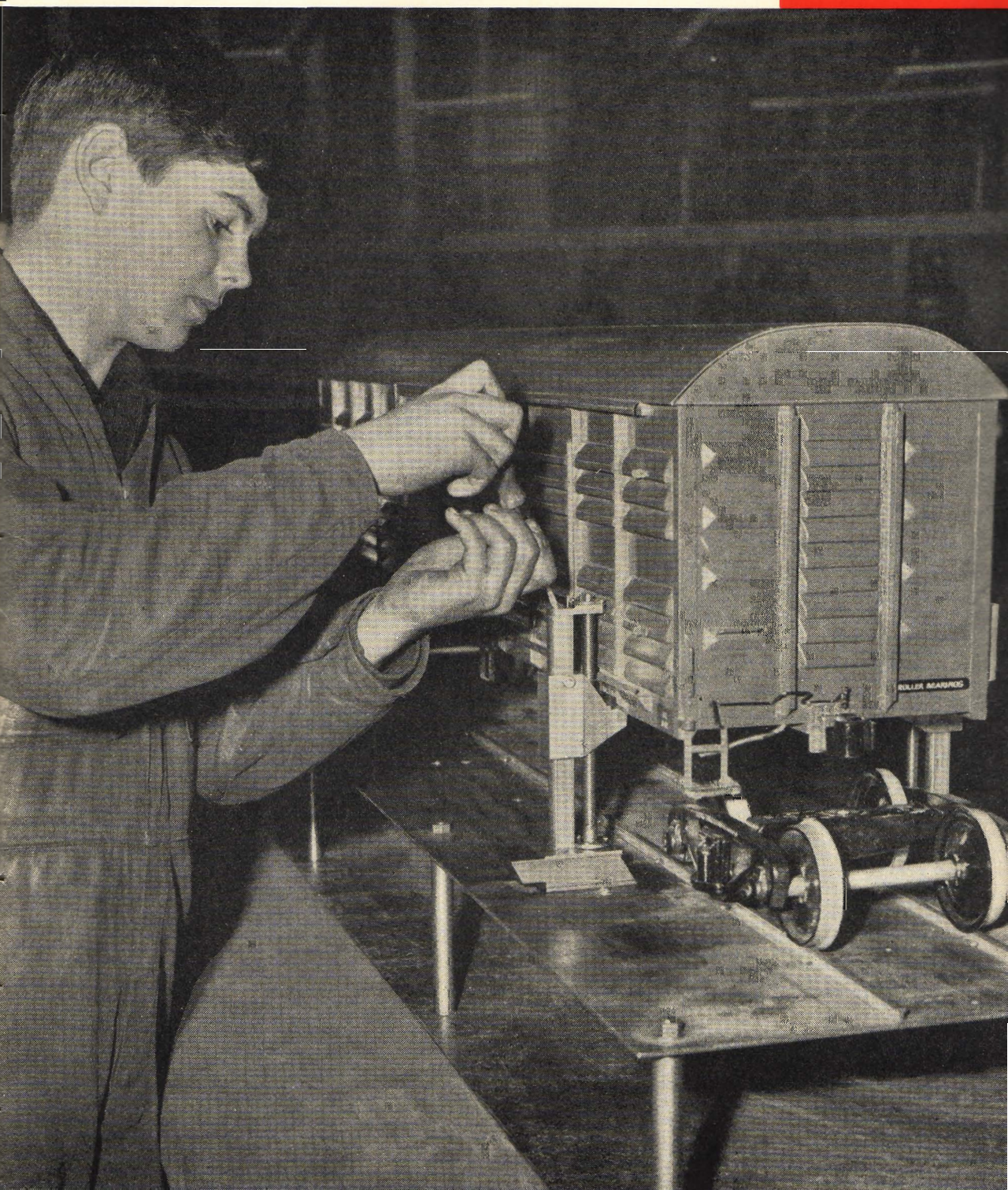
VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER

VR

1963



THE MONTH'S REVIEW

Chairman returns

MR. E. H. BROWNBILL, Chairman of Commissioners, returned last month from his survey of overseas railway developments. A report will appear in next issue of *News Letter*.

£7¾ million for rail works

MELBOURNE will gain a new railway station, more *Harris Trains*, boom barriers and flashing lights in a new £7,750,000 railway works programme financed by the State Government.

Money for advance planning for the proposed city underground railway will be increased by £5,000 to £30,000, while another £10,000 will be available for preliminary rail works to provide connexions to the underground railway.

Money will also be available for building many new wagons to serve country industries and for improved lighting of country carriages and heating of rail motors.

Principal features of the programme are:

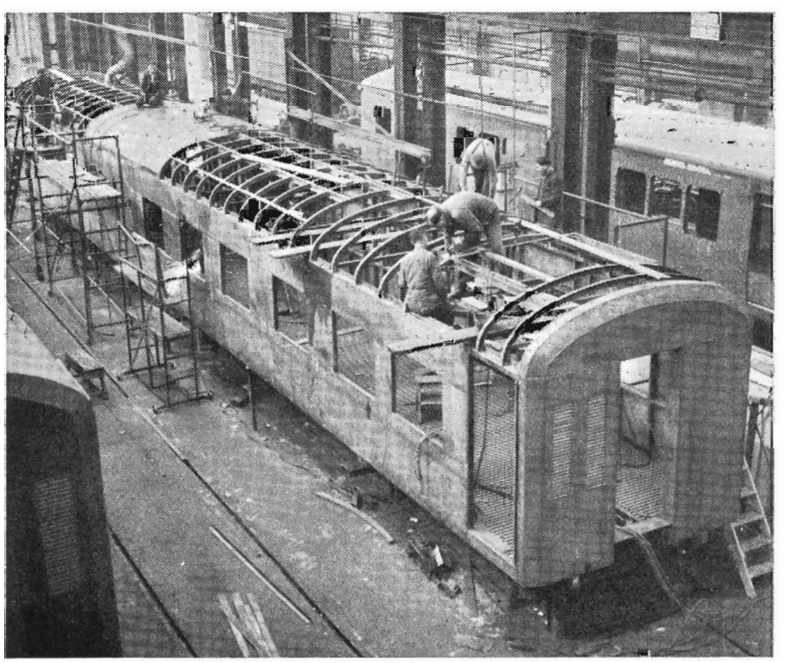
- £760,000 for major improvement works on the Burnley group of lines. This will allow completion of the third track, signalled for two-way running, between Hawthorn and East Camberwell; completion of duplication of the single line between Eastmalvern and Mount Waverly; and substantial progress on duplication between Syndal and Glen Waverley. Work will continue on bridge extensions and construction of retaining walls between Richmond and Burnley to allow for two additional tracks.
- In the Dynon area, the continued growth of freight traffic caused by the Melbourne-Albury-Sydney standard gauge line will require improvements and extensions to terminal facilities to cost £180,000.
- Duplication on the Geelong line between Rock Loop and Laverton will be completed at a cost of £120,000.
- £200,000 has been provided as the railways' share of the cost of grade separation work at level crossings. Works in progress at Western Highway, Albion, and Pascoe Vale Road, Strathmore, will be completed and either further progress made or new works started at Princes Highway, Brooklyn; Burnley Street, Burnley; North Road, Ormond; and at crossings on the Western Highway at Beaufort, Buangor and Wail.
- £250,000 will be available for automatic signalling between Ferntree Gully and Belgrave, and from Moe to Morwell. For track relaying and renewal of points and crossings £1,440,000 will be available. Ninety miles of country lines and 10 miles of suburban lines will be relaid, and 76 miles of country lines reconditioned.

The main features of rolling stock expenditure are:

- £1,200,000 towards the purchase of the second batch of 30 *Harris Trains*. Eleven of these trains are already in service, and four more are expected to be completed during the year.
- £690,000 to complete the purchase of 25 Y class diesel-electric shunting locomotives and towards the purchase of 10 T class diesel-electric 900 h.p. main-line locomotives. The money represents further progress in the Department's plan to eliminate steam locomotives by 1972.
- £580,000 for building modern bogie wagons of various types for both broad and standard gauge traffic.

The new station, Gowrie, will be built between Fawkner and Upfield, to serve a rapidly expanding residential area. It will be the 15th new station to be built in the electrified area since 1953. Work should commence late this year. The station name is that of a homestead built in the early years of the district.

Longest



This twinette sleeping carriage is being built at Newport Workshops for inclusion, as required, in the make-up of *Spirit of Progress* on the Melbourne-Sydney and/or Melbourne-Canberra services. The carriage—75 ft. long—will be the longest passenger vehicle ever built at Newport Workshops.

FRONT COVER

MODEL FOR SHOW : At Newport Workshops, Apprentice Electrical Fitter Peter McGrath makes an adjustment to a 1/12th scale working model that will demonstrate how bogie exchange operates. The model, which was made by apprentices at Newport Workshops, will have its first public display at the Department's exhibit in the Royal Agricultural Show this month.

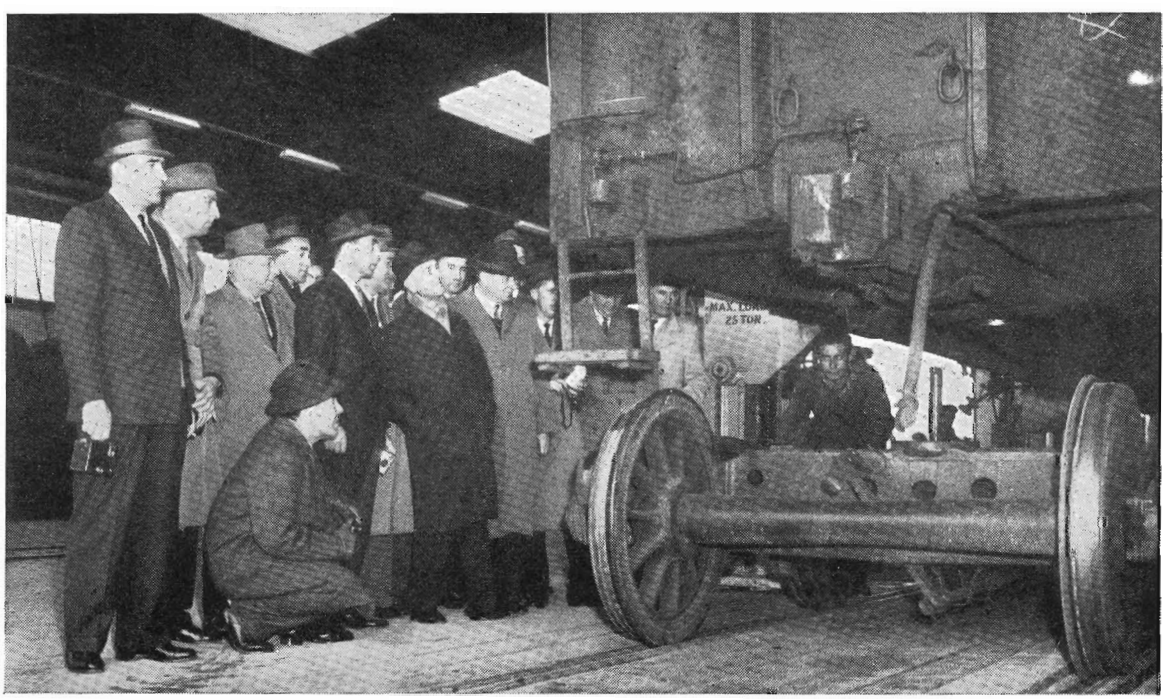
N.S.W. OFFICERS VISIT DYNON

A group of officers from the N.S.W. Railways Traffic Inspectors' School recently made a special visit to Melbourne to enable them to observe freight handling methods at Dynon. The group, which consisted of 13 officers, was accompanied by Mr. J. V. Power, N.S.W. Assistant Goods Train Superintendent.

Of particular interest to them was the bogie exchange centre ; they also inspected, during their one-day visit, the Forwarding Agents' and interterstate areas, the handling of container traffic, and, in general, had a " Cook's tour " of every important part of Australia's most modern rail freight terminal.

Many favourable comments were made by the visitors who were especially impressed by the speed and simplicity of bogie exchanging and the mechanized handling of such items as sheet steel.

Visits were also paid to Melbourne Goods and the standard gauge Centralized Traffic Control. In a subsequent letter from Mr. J. L. Russell, N.S.W. Chief Traffic Manager, thanks was expressed for " an instructive visit that should assist the officers in their future careers as Inspectors ".



At the Bogie Exchange Centre, N.S.W. officers watch attentively as (*above*) an operator puts one of the jacks into position for raising the wagon, and (*below*) the 5 ft. 3 in. bogies are wheeled away.

RUTHVEN OPENED

A section of the large crowd listening to the speakers.

RUTHVEN station, between Reservoir and Keonpark, was officially opened by the Minister of Transport, Mr. E. R. Meagher, on Sunday, August 4. Named after Major William Ruthven, V.C., it is the 14th station built in the metropolitan electrified area since 1953.

Official guests travelled by a special four-car *Harris Train* that ran express from Flinders Street, stopping at Preston to enable Preston City Councillors to join it. The station (it has an island platform) was decorated with bunting and shrubs ; the Victorian Railways Institute Military Band played, and a public address system ensured that the crowd heard the speeches made by the Deputy Chairman of Commissioners (Mr. G. F. Brown), the Mayor of Preston (Cr. J. W. Dole), Mr. N. W. Ruthven (son of Major Ruthven), Dr. H. W. Jenkins (M.L.A. for Reservoir), and Mr. Meagher.

The Minister of Transport, Mr. E. R. Meagher, (*right*) presents Mr. N. W. Ruthven with a miniature of the station name plate.

Pointing out that the selection of a site for a new station was, of course, made only after a thorough investigation of the potential traffic from the locality, Mr. Brown mentioned the considerable increase in passenger journeys in recent years, from Reservoir, Keonpark, Thomastown and Lalor.

Cr. Dole said that, when the Council was first asked by the Railways Department for a suggested name for the station, Councillors were unanimous that it should be named after Major William Ruthven " a man who had gallantly served his country, and so capably served the residents of Reservoir as a Member of the Legislative Assembly."

Expressing his father's regret that he was unable to attend as he was absent from the State due to ill-health, Mr. Ruthven read a message from his father.

" I feel deeply honoured in having my name perpetuated in this station, and I wish to thank the Mayor and Councillors of the City of Preston for submitting my name for the station, and the Minister and the Railways Commissioners for accepting it.

" To the people of Reservoir, I would like to pay tribute for their patience and tolerance during the efforts to have this station built ; and also to thank them most

sincerely for their loyal support during the 15 years in which I served the district.

" Finally, I say to you : here is the station you have been waiting for . . . . use it".

Dr. Jenkins pointed out that this was a public meeting at which there was no sharp division of opinion . . . it was something they were all happy to see—the opening of the new station. He paid tribute to the " affection and respect in which Major Ruthven is held by the people of the district ".

Mr. Meagher said that in 1872, when Preston was known as the Parish of Jika Jika, there was a bush road connecting it with Melbourne. It was a toll road and the toll keeper—" a fellow named R. Meagher "—charged his customers 1/- a horse-drawn vehicle to travel on it.

" In comparison with my ancient namesake, we're not doing too badly today ", the Minister added. " We're providing not only the road but also the vehicles and are charging only two shillings to go to Melbourne ".

Referring to the station's parking space for 70 motor cars, Mr. Meagher stated that he believed the solution of Melbourne's problem of easy and rapid transit depended on the provision of rail transport linked with the motor car. When the motor car was first developed it was a wonderful improvement in mobility. But it had now created the very problem that it was expected to solve. Because there were so many cars on the roads, he believed the day was coming when fixed rail transport would largely replace the motor car for business purposes. As the city grew, the man who wanted to go to work and return home in reasonable comfort would find it necessary to use the rail. And, the more people who did this, the better would be the service they could be given.

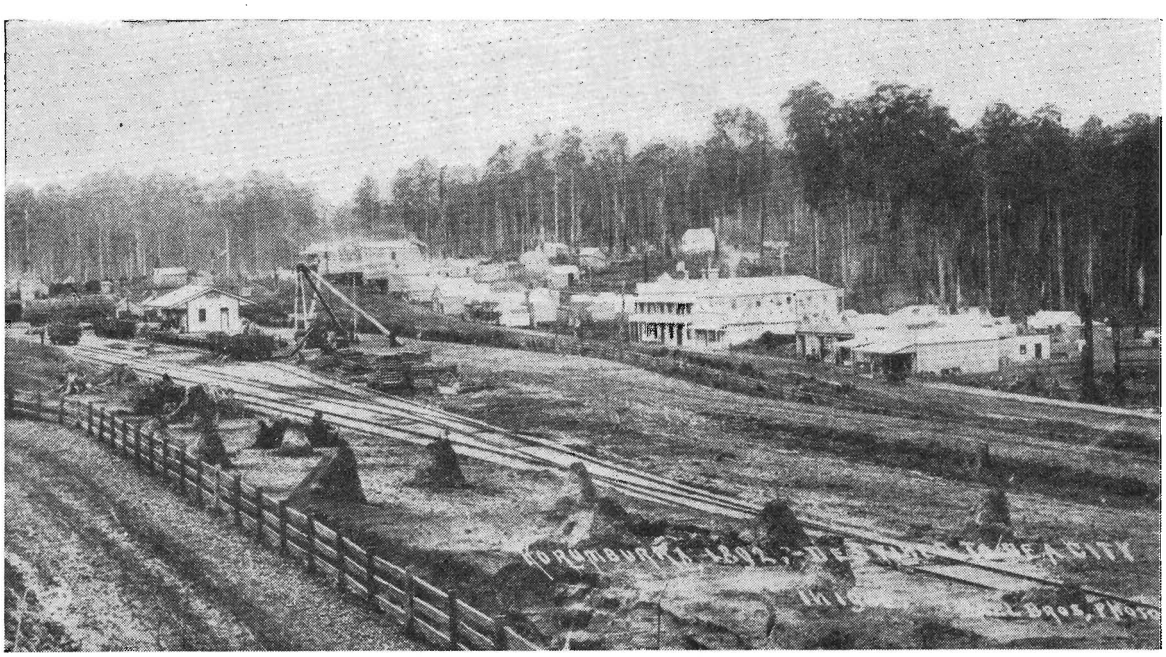
"This station", said Mr. Meagher, "is dedicated to the service of the community ; and, if ever a man gave service to the community it was Bill Ruthven ".

" Back in 1917, or thereabouts, was Sergeant Ruthven, he showed qualities of leadership, after his platoon commander was killed, which were outstanding. He not only led his men, but he showed them an example of courage and valour that could rarely be surpassed. He was responsible for the capture of a machine gun and a section of trench, and for the disposal—either killed or captured—of some 40 enemy soldiers. He did that single-handed, and his citation says he was an inspiration to all who knew him and all who saw what he did that day. It was not merely one brief act of courage . . it was a long and sustained effort.

" I believe that no Minister of Transport will ever open a station that is more appropriately named than this one ; and I can only express the hope that it will give such service to the community as to be worthy of its name ", he added.

Before declaring the station open, Mr. Meagher presented Mr. Ruthven with a miniature of the station name plate.

KORUMBURRA IN 1892



(Photograph lent by Mr. P. Squire)

Few would recognize the Korumburra of today in this interesting picture taken in 1892. It was only a short time before—on June 2,1891—that the section of line from Loch to Korumburra was opened. In these days, when cities are choking from their own motor traffic, perhaps Korumburra is fortunate that it did not realize the optimistic hopes expressed on the photograph—" destined to be a city in 1900 ", but, instead, became a pleasant and prosperous town of over 3,000 people.

EMPLOYERS' FEDERATION BACKS PUBLIC TRANSPORT

In the frequent discussions of Melbourne's traffic problems, how many realize that the Victorian Railways are probably Melbourne's biggest providers of free parking space for motor cars ? By establishing free car parks for rail users at 80 stations in the metropolitan area, the Department makes a substantial contribution to the easing of city congestion. Altogether, there is room for 3,000 cars in these parking areas. Most of the parks are on railway land, but a few are on land leased to local councils. The situation is kept constantly under review and, where possible, parking areas are extended. Picture shows the well patronised car park at Frankston station.

In the following article, reprinted from a recent issue of the "Weekly Service Letter" of the Victorian Employers' Federation, attention is drawn to the lessons to be learnt from overseas experience in city transport problems and the conclusion reached that, as far as Melbourne is concerned, public transport must play a more important part in future developments.

The long delays in the implementation of Melbourne's Master Plan could well prove to be a good thing in one important respect.

The plan issued in 1952, was more than anything else a road plan. In the preparation of the scheme and its accompanying report, emphasis was placed on the development of a system of expressways, and expansion of the public transport system was relegated to a relatively minor role.

World experience is rapidly proving that this approach is wrong.

The plan was conceived at a time when American cities were throwing millions of tons of steel and concrete into the building of intricate super highways and urban expressways at a cost of hundreds of millions of dollars, and it simply accepted and copied this trend.

Enthusiasm cooled

In the intervening years the enthusiasm of American cities for their expressways has cooled because they have not only failed to solve the difficulties of movement and congestion, but they have made the problems worse and threatened down-town areas with extinction.

The realization has come that central city areas which were laid out and developed before the motor car was ever thought of, simply cannot be replanned to cope with the voracious appetite of the motor vehicle for more and more space.

President Kennedy has responded to widespread technical and public opinion throughout the United States in his recent announcement that Congress has been asked to devote 500 million dollars over a three-year period to the development of urban mass transportation facilities.

Series of studies

The announcement has followed a series of studies covering metropolitan areas, in which it has been finally established that public transport provides the only solution to moving the mass of the people in and out of the cities.

These developments come at a time when the pressure for more and faster roads in Melbourne is being intensified; when discussions on increases in petrol taxes, and the involvement of the Federal Government in meeting the huge costs of expressways, are most active.

It is clear that Melbourne thinking is still at the point where a " build " more roads at all costs " policy is paramount.

Melbourne certainly needs more roadway facilities, but it needs, at least, to balance these with the development of fast, efficient and economically priced mass transit services as the only hope of coping with the congestion problem.

Here again, Melbourne's Master Plan is now out of line with world thinking. The planning report envisaged an expanding network of bus services related, of course, to its expressway policy.

It saw the tram as a disappointing element, and said the wholesale extension of suburban railways would be too expensive.

Concentration on rail

But overseas, today, the emphasis is on the development of fast, commuter, fixed-rail services operating on their own right-of-way.

What makes this policy so practical in terms of defeating congestion, is that one train will, without creating any traffic problem, move as many people in a peak period as 11 buses or 450 private cars.

Moreover, costs of construction are well worth consideration; it has been stated recently that a mile of 8-lane expressway would cost twice as much to build as a mile of double track railway.

If Melbourne is wise, it will consider a programme of both road and railway development to solve its existing transport problems, and will not be satisfied with the answer that co-ordination is the simple solution to the public transport need. Co-ordination will help to streamline, but it will never make a train run where no track exists.

In addition, Melbourne should initiate an approach to the Federal Government for financial support for fixed-rail transport, as it is clear that the Commonwealth should not, as a matter of policy, single out roads for its grants while neglecting the extra value for its money which could be obtained from improved public transport.

Roads not the only answer

The idea that public transport is out of date, only appeals to the car owner until such time as his repeated delays in traffic jams, his frustrating failure to find parking space, and his irritations at being hunted and fined when he tries to do business in the City, make him wonder whether roads really are the answer to the problem of movement.

MINISTER'S COMMENTS

INCREASED rail transport was the only solution to Melbourne's traffic problems, said Mr. E. R. Meagher, Minister of Transport.

In commenting on the claim made by the Victorian Employers' Federation that Melbourne should ask the Federal Government for financial support for fixed-rail transport, in addition to grants for roads, Mr. Meagher said that he deplored the attitude that Victoria should depend on the Commonwealth for a solution by begging for the necessary funds.

" The only solution ", the Minister added, " is for the public to demand that the State Government has control of its own finances - such as income tax and petrol tax. When the public does this, there will be some prospect of real progress. But there is no chance of that while we have to go cap in hand to Canberra ".

CITIES IN CHAOS

In this article the "Railway Age" (U.S.A.) sums up the experience of American cities in coping with their ever increasing traffic problems.

Railroads gave the nation mobility in the early days. Then the automobile came along and millions became independent of public transportation. In the big cities, chaos resulted. The private auto, planners know, has made urban transportation and traffic problems critical. Co-ordinated rapid transit, they're saying, offers the only workable solution.

All of a sudden, rapid transit is banner-headline news.

After decades of auto-oriented thinking, big cities are drawing back. They're taking a second look at the basic problem of moving people from home to work and back again. They're taking a second look—a long, hard look—at rapid-transit systems, built around the sophisticated equipment suppliers have developed in both the rail and bus field.

Cities that once went along with the everybody-drives-his car philosophy have decided, finally, that it won't work. The automobile, they've found, is everyman's magic carpet for off-peak hour trips or for weekend driving. For rush-hour travel even, or especially, on fine new expressways the automobile can become a sort of rubber-tired jail cell. Traffic is chaos, and chaos traffic.

The auto won't go the way of the one-hoss-shay—but recognition is growing, definitely, that there are certain transportation jobs for which it isn't the ideal tool.

In the smallest cities, autos (be they big ones or bugs) are adequate. In medium size cities—those which number their residents in a few hundreds of thousands — buses, coupled with private autos, can do an adequate job.

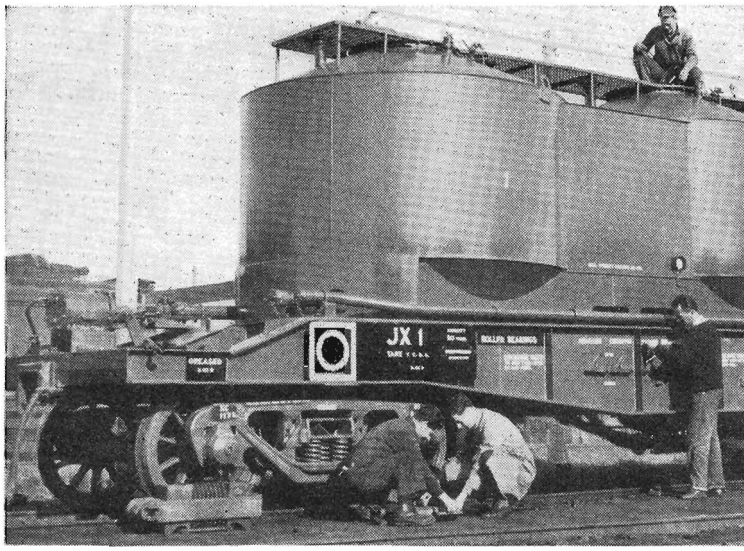
But in the super-cities of today (and there will be more of them tomorrow) systematic co-ordination of transport facilities can be the only rational, efficient and economic answer. That means a mass transportation system built around a hard core of rail rapid transit that is tied to feeder-bus routes and suburban parking facilities and supplemented by express-bus operations on routes of less traffic density.

Already, there are the strongest of hints that co-ordinated mass transportation systems are coming. New York and Chicago have them, refined to a high degree. Philadelphia, Boston, Cleveland rank at the top. San Francisco is ready to bet a billion on a brand new transit system. Los Angeles, Atlanta, Washington, St. Louis are in advanced planning stages. Other cities, which will join the U.S. complex of " metroplexes ", won't lag. Need will establish itself.

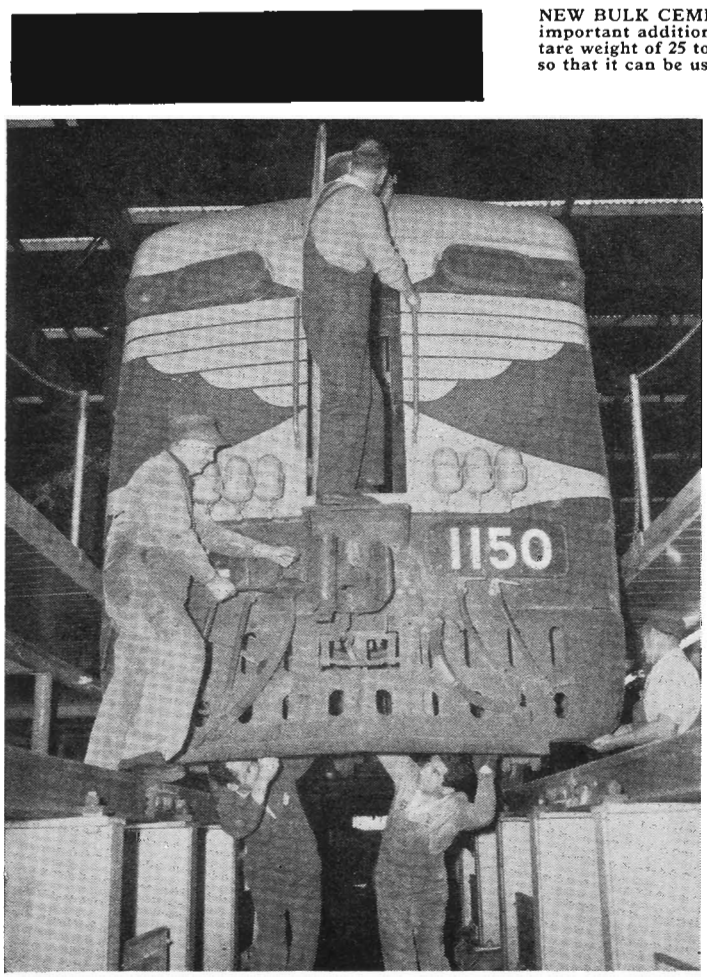
Mass transport is a social, as well as an economical problem—comparable in importance to the way people need facilities for education, public health, fire protection and water supply. Mass transport's cost will be high—but not so high as the cost of trying to do without it.

Twenty years from now, 43 (American) cities, so the experts say, will have more than a million inhabitants. But cities perish if they fail to provide mobility for people. Comprehensive transport planning for co-ordination of transport modes is the only answer to the mobility problem.

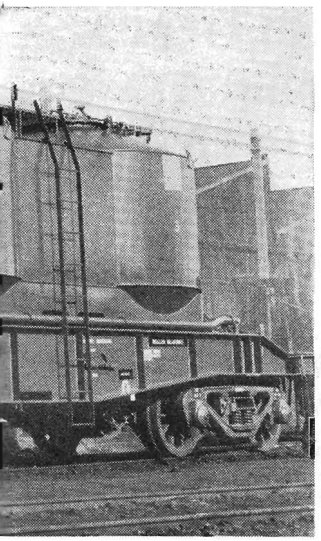
AROUND THE SYSTEM



NEW BULK CEMENT WAGON : The first of 20 being built at Newport W
important addition to the Department's growing fleet of specialized vehicles
tare weight of 25 tons 3 cwt. it can carry either bulk cement or flour. The w
so that it can be used for both broad and standard gauge traffic. It is gravit
discharged pneumatically by air pressure at 20 lb. pe



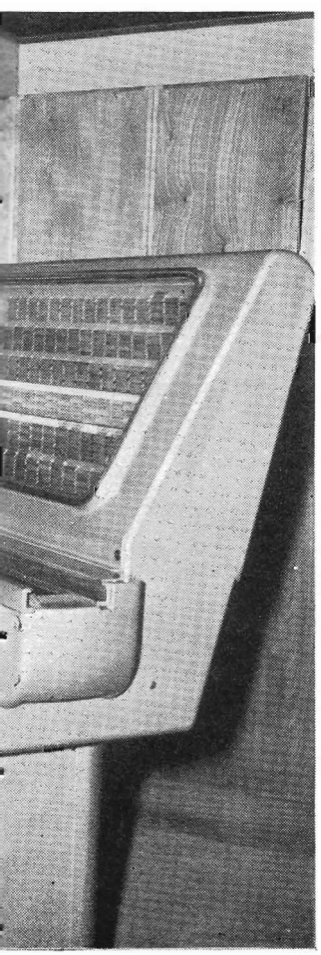
MAINTENANCE of electric locomotives is now being done at South Dynon Loco Depot. L. 1150, the first electric main line locomotive that was bought by the Department, is shown undergoing one of its regular inspections.



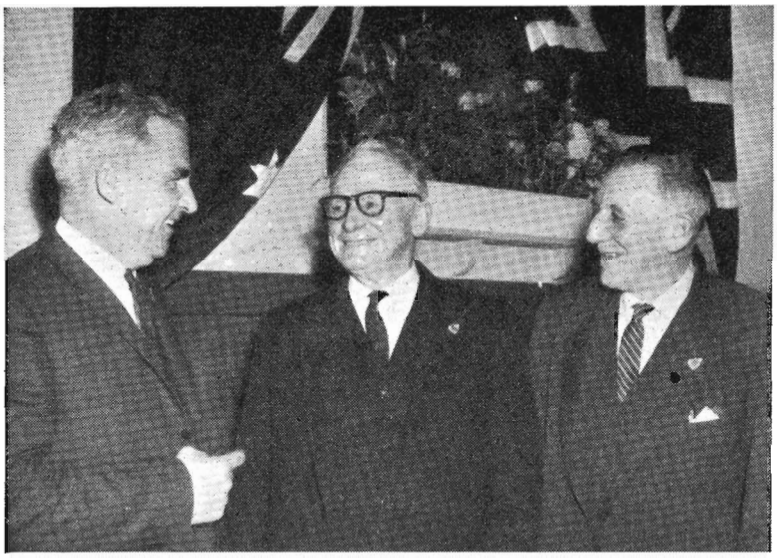
shops, this new JX wagon is an With a capacity of 50 tons and a n is designed for bogie exchange lled through the top hatches and uare inch.

A POPULAR BACKGROUND for publicity pictures is the train. Using *Spirit of Progress* as a background, photographers make movie and still pictures that will be used in W.A.A.F. recruiting publicity.

On the arrival of *Southern Aurora* at Spencer Street, a *Woman's Day* photographer takes concluding shots in a fashion series. Pictures, which included train interiors, were afterwards featured in a three page colour spread in the magazine. In this shot, professional models are posed with Licensed Luggage Porter Arthur Bundey.

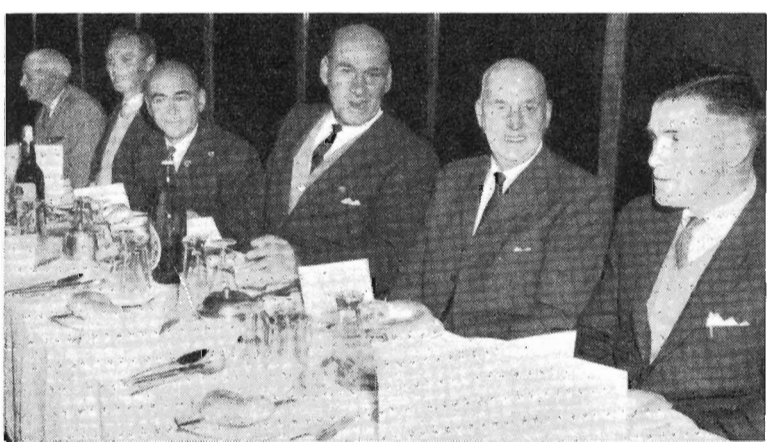


TICKET PRINTING MACHINE : Booking Clerk L. Efstratiades operates the ticket printing machine installed last month in the country booking office at Spencer Street station. Machine has 1,260 plates that cover the majority of country destinations to which tickets are regularly issued. Blank standard card tickets are used. The main advantages of the machine are that it simplifies accounting work ; is more flexible than manual booking ; eliminates the keeping of large stocks of tickets ; and allows booking clerks to concentrate on sales service, rather than keeping of accounts. (See *News Letter* November 1962 for full description).



Sir Albert Coates (*centre*) shares a joke with the State President, Mr. S. C. Thomas (*right*) and the State Sectetary, Mr. R. E. Erwin.

Country Delegates at the dinner : (*above, from left*) Messrs. T. Rankin (Sale), J. Nicholson (Dimboola), P. Clayton (Kiata), R. Aston and A. Shirley (Great Western), E. Ure (Wangaratta), W. Gilbert (Ballarat) ; (*Below, from left*) Messrs. W. Long and R. Deacon (Geelong, G. Brown and E. Salter (Bendigo), F. French (Mildura), R. A. Smith (Maryborough).



RETURNED SERVICEMEN'S DINNER TO COUNTRY DELEGATES

AMONG the most enjoyable railway functions of the year is undoubtedly the annual dinner tendered by the Victorian Railways Returned Servicemen's Section to its country delegates. This year's dinner, held recently, maintained the high standard of previous dinners.

After an afternoon spent on the official business of the Section, delegates met at the Spencer Street Grill Room for the dinner, which was attended by Mr. G. F. Brown, Deputy Chairman of Commissioners, Mr. E. P. Rogan, Commissioner, Mr. N. Quail, former Deputy Chairman, heads of branches and senior officers.

The dinner was rendered notable by the presence, as guest of honour, of Sir Albert Coates O.B.E., leading surgeon, with distinguished war service in Malaya and Burma.

Recipient of many congratulations during the evening was the State President, Mr. S. C. Thomas M.B.E., J.P., who had recently celebrated his 70th birthday, and has been an active member of the Section since its inception 44 years ago. The membership, at present, is about 1,400 ; and the secretary is Mr. R. E. Erwin of the Way and Works Branch at Head Office.

SMART WORK WITH FISH EGGS

ON behalf of the President and Members of the Ballarat Fish Acclimatisation Society I would ask you to convey to your officers and staff our congratulations on the trouble taken today over our consignment of very perishable live fish eggs sent by air from Perth.

Without your co-operation we feel sure that the consignment would have been a total loss.

We would like you to mention that the box was *wrongly consigned* to Ballarat Fish Hatcheries *Melbourne.*

—Geoff Gillbert, Secretary, Ballarat Fish Acclimatisation Society

(Staff at Ballarat arranged for Spencer Street to obtain fish eggs from airline and rail them to Ballarat —Ed.)

THEY COLLECT PARCELS STAMPS

FROM October 7 to 12, the most important philatelic exhibition ever held in Australia will be staged in Melbourne. On display will be £2½ million worth of postage stamps—including some rare and interesting ones that have never previously been seen in this country.

At the same time, at Spencer Street station, will be another stamp exhibition—not, however, quite as big or valuable. It will consist of railway parcels stamps from the Department's own collection. This includes not only V.R. stamps but also many from overseas railways. It may be mentioned that some railway systems do not issue these stamps as they have no parcels service.

Stamp collectors, like medical men, specialize ; some collect only stamps from a certain group of countries, or from a single country, or even one particular issue.

So, there are collectors of railway parcels stamps. It will probably be a surprise to most railwaymen to know that Victorian Railways parcels stamps are collected by a philatelist in Honolulu, by another in Tasmania and by a number in Melbourne.

One of the Melbourne philatelists who collect them is Mr. O. G. Ingles. In an interview with *News Letter*, Mr. Ingles said there is increasing interest, among collectors, in these stamps. Current issues are, of course, easily obtainable, but discontinued issues are very scarce. When any come on the market there is keen competition for them, and the price rises. For example, some of the early issues of 1d. and 3d. Silverton Tramway stamps are worth 5/- each. Mr. Ingles has been collecting Victorian and Tasmanian Railways parcels stamps for about eight years. Among his rarer items are two of the only three Tasmanian 1902 issue that are known to exist.

Meterai

Penutup Sampul

Parcels stamps from (*bottom*) Indonesia, Silverton Tramway (N.S.W.) ; (*centre*) Denmark, Rhodesia Railways ; (*top*) London and North-Eastern Railway, England.

LEVEL CROSSING ACCIDENTS

U.S.A. REPORT

THE principal cause of accidents at highway-rail crossings is failure of motor vehicle drivers to stop or to exercise caution, or to observe and comply with safety laws and regulations, according to Henry J. Vinskey, an examiner for the Interstate Commerce Commission, U.S.A.

The statement was made in a recent report summarizing hearings on a Commission investigation of highway-rail crossing accidents in which 1,300 persons are killed and 3,600 injured in about 3,400 accidents each year. During 20 days of public hearings, which were concluded in 1962, the Commission heard testimony by 79 witnesses representing numerous rail and motor carriers, rail unions, public safety officials and other interested parties.

Mr. Vinskey reported that not only was the principal cause of crossing accidents the motor vehicle driver, but that weather and train speed were not significant factors in such accidents. Most of the accidents studied occurred in clear weather during daylight hours, the report stated.

Among the conclusions of the report is the necessity for more intensive and co-operative effort by state and local authorities in enforcing all grade crossing laws and regulations. Testimony presented at the hearings revealed that enforcement of laws governing the operation of motor vehicles at grade crossings is " woefully weak ".

Joseph H. Wright, vice-president and general counsel of the Illinois Central Railroad, hailed the recommendation of the Commission for enforcement of crossing laws and regulations as " a necessary step if we are to minimize or eliminate needless loss of life and property at highway-rail crossings ".

Mr. Wright also said :

" In Michigan, motor vehicle accidents at some 600 highway-rail crossings have been reduced 85 per cent and fatalities reduced 98 per cent. This performance was achieved by state legislation authorizing state, country and local authorities to install regulation red and white octagonal stop signs at railroad crossings. These signs have proved to carry greater authority in getting motorists to stop, look and listen before proceeding over railroad tracks than the traditional cross-buck sign. The Illinois Central encourages states, counties and towns along its lines to adopt a similar plan to reduce injuries and fatalities due to driver apathy in the area served by the railroad ".

LINES FROM OTHER LINES

World Transport Exhibition

AN international transport exhibition will be held at Munich from June 25 to October 3, 1965. In a comprehensive pamphlet that has been issued by the convening organization it is stated that the exhibition will cover all aspects of transport and communications—railways, roads, water, air, power supply, tourism and astronautics. The object is to show the " present-day status of the transport industries as a whole to the widest possible general public, both in Germany and abroad ".

Sales tour by train

AN enterprising Texan reported great success with an unusual railroad-oriented district sales meeting tour he conducted through Canada. Mr. John P. Garner, using a Canadian Pacific converted passenger car that provides sleeping space, dining facilities and convention space for 50 district salesmen, visited a dozen mainland offices of his company. Business conferences were held at various locations with representatives of the Texas Refinery Corporation of Canada Ltd. The company is considering a similar tour of the United States next year.

—(*Railway Age*)

The Loco Inn

AN inn called *The Locomotive* has been opened at Burton-on-Trent, England. It has a *Footplate Bar* and a *Pullman Lounge*. The decorations include reproductions of crests of railway companies and colour photographs of vintage locomotives. (*Rhodesia Railways Magazine*)

Boats by train

CANADIAN National Railways not only carries motor cars in its automobile transporter wagons—but also boats. The Outboard Marine Corporation of Canada Ltd. rails 17-ft. pleasure craft in one of these wagons. Canadian National's customer research service helped the firm design modifications to a motor car carrying wagon for that purpose. The service also worked with the firm on the loading and unloading problems and tied the whole process in with the production line. (CN *keeping track*)

Quad cycle built for two

Although the gentleman may resemble Sherlock Holmes pursuing The Hound of the Baskervilles, the lucky fellow has a much more attractive companion than the garrulous Dr. Watson. The models are demonstrating a two-pedal power railway cycle just put on the market by W. R. Pashley Ltd. of Birmingham, England. Intended for use by two-man inspection and maintenance teams, it weighs just over 100 lb.

Rail travel in 1859

WHAT was rail travel like a hundred years ago? The following extract from George Measom's " Official Illustrated Guide to the North-Western Railway, England, 1859 " gives at least part of the picture.

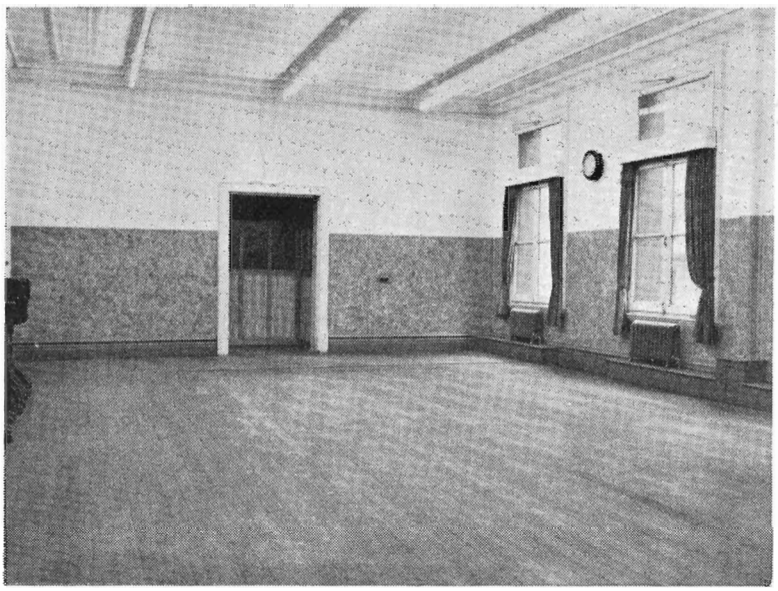
" If our reader proposes to travel by the first class and to see the scenery, we recommend him to take his seat with his back to the engine, on the far side of the carriage, near the window, " says the Guide. " If it be summer time, he may feel no inconvenience from sitting with his face towards the locomotive, especially if he select a carriage as near to the engine as possible . . .

" If part of a journey is to be performed during darkness, we strongly advise the purchase of a railway lamp. The most perfect one in existence is made by Tucker & Son, of the Strand; it completely answers the intended purpose, and, by an ingenious contrivance, the cover of the lamp forms a powerful reflector to throw light on the book, and a shade to protect the eyes of the old gentleman in the opposite corner, who but for this contrivance, would be blinking like an owl in the sunshine; the three hooks and clip securely hold it on to the back or door of the carriage, and a screw fastens it, when so required, to the arm of the seat. The portability is extraordinary, when not in use . . . . . the lamp becomes the size of a sandwich box . . . six inches by three, weighing ten ounces.

—(*Rhodesia Railways Magazine*)

AMONG OURSELVES . .

Over to you, girls !



Girls who attend the meeting at the V.R.I *(see below)* **will decide what gymnasium equipment will be installed in this bright, newly painted room.**

IN response to many requests, the Victorian Railways Institute is now able to establish a gymnasium for women Institute members. The room—40 ft. by 20 ft.—with adjoining shower and locker room is now ready.

It is intended to have classes in the room for judo, calisthenics and similar physical education activities.

To decide just what kind of instruction is required by prospective users—and, therefore, what equipment will be installed in the gymnasium—a meeting will be held at 8 p.m. on Tuesday, October 1 in the Games Room, floor 2, Flinders Street Station buildings.

All women members of the Institute who are interested are cordially invited to attend.

They'll be missed from Jolimont

TWO of Jolimont's well known personalities—Car and Wagon Builder T. (Tom) Buchan and Sub-Foreman G. (Dick) Cullis—were given a rousing farewell on their retirement last month.

Mr. Buchan came from Burrumbeet to start his railway apprenticeship in 1913 ; and for the last 35 years has been at Jolimont. In his younger days, he was a good cricketer and an amateur boxer who represented the V.R.I. in interstate contests. Mr. Cullis, who had nearly 50 years service in the Department, will be remembered by many of the older staff for his sporting activities. He played football with the old South Melbourne Leopold Club and was also a very hard-hitting left hand batsman with the Jolimont Workshops team in the V.R.I. competitions.

Freedom from Hunger Campaign

THE Victorian State Committee of the Freedom from Hunger Campaign has expressed its thanks to railway employees for contributing £847.3.6 to the funds of the Campaign.

Way and Works changes

MR. W. Fox, Acting Chief Civil Engineer, retired last month after almost 50 years service in the Department. For the last two years he has been Acting C.C.E. while Mr. L. A. Reynolds was engaged on special duties. Mr. Reynolds has now resumed as Chief Civil Engineer.

Vacancies for apprentices

THE Department is calling for applications for 208 apprenticeships in a total of 18 trades. Eight of the vacancies are at Bendigo and 11 at Ballarat. The closing date for receipt of applications is October 21 ; the commencing date of a five-year apprenticeship is January 20, 1964. Booklets and application forms are available from stations.

Passes for hospital visits

THE Commissioners have approved of any officer or employe, with at least 12 months service, who is in hospital with pulmonary tuberculosis or poliomyelitis, being issued passes for his wife and dependent children to visit him, even though the travel involved is only within the suburban area.

The issue of passes for hospital visits in sickness cases has previously been restricted to instances where country travel for such purposes is involved.

The intervals at which passes will be issued will be determined according to the circumstances in each case.

Accountancy ex-servicemen

THE annual dinner of the Accountancy Branch ex-servicemen will be held on Thursday, November 21, at the New Treasury Hotel, Spring Street, Melbourne. Further details can be obtained from Mr. H. O'Brien (auto 1421) or Mr. W. Veitch (auto 1523).

First prize

" All clear " says " Guard " Lee James, 4½-year-old son of Goods Guard A. C. James of Melbourne Yard. Lee's uniform won him first prize for the most original costume at the recent Sunshine Kindergarten fancy dress ball. Uniform and flags were made by Mrs. James ; cap, tie and whistle are his father's.

Honored

WHEN Mr. F. O'Brien, a boilermaker-welder at Newport Workshops, was made an Officer Brother of the Most Venerable Order of the Hospital of St. John of Jerusalem, he joined that small group who have been so honoured for their services in first aid work. The investiture was made recently at Government House by the Governor, Sir Rohan Delacombe.

Mr. O'Brien

Mr. O'Brien, who was made a Serving Brother in 1951, has had 36 years experience in first aid. He joined the Footscray Division of the St. John Ambulance Brigade in 1927 and, at present, is its Superintendent.

Mr. O'Brien conducts St. John and also Departmental classes in first aid. In 1943 he won the V.R. Senior Individual event and has been in the finals practically every year since.

Institute Councillor

MR. C. R. HUNTER, a toolmaker at Spotswood Workshops, has been a V.R.I. Councillor since 1957 and is a member of the Library, Lectures and Classes Committees and vice-president of the Sports Committee.

Mr. Hunter

In his younger days he played football, cricket and hockey and, later, umpired both cricket and hockey. At the present time, his main sporting interest is bowls ; he belongs to the Albert Park—V.R.I. club and is secretary of the V.R.I. Social Bowling Club. He was also manager of the Victorian team in the inter-system bowls carnival held last year.

Mr. Hunter joined the Department in 1915, at the old Spencer Street Workshops, now the site of the Inwards Parcels Office. Later, he was one of the first to start at the new Spotswood Workshops and has been there ever since.

V.R.I. Golf Club

THIS club's first outing of the 1963/64 season was held at Queen's Park, Geelong, on August 5. Ladies and mens' 18-hole handicap events were played and 47 players took part. The ladies' trophy was won by Mrs. P. Doyle with a net 82, and the mens' trophy by W. McKay, of Ballarat, with a net 66, the runner-up being H. Peacock, net 68.

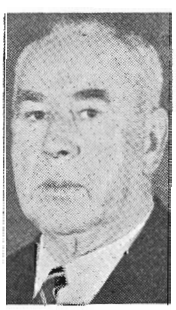
Table Tennis

ANOTHER season of table tennis ended with the finals of the internal competition for men's A and B grades and the ladies' grade. They were played at the Albert Park Table Tennis Centre. No upsets resulted—Spotswood Stores beat Suburban Lines No. 1 in the ladies' grade ; Terminal and Eastern Accounts won from Suburban Lines in B grade, while Way & Works No. 2 were premiers of A grade with Train Services runner up.

Arrangements are now well in hand for an internal summer competition. This will be a " one grade only " with each team limited to not more than two players who were registered A grade in the internal winter competition.

Trombone player for 50 years

Among the decorations in the Smithy at Newport Workshops when Machinist F. G. Thomas was given a " send-off " on his retirement, was a big sheet of music—an indication of his life-long interest in trombone playing. As a lad, in 1913, Mr. Thomas took part in the South Street competitions and came fourth in the trombone solo section. For 13 years he played with the Collingwood Citizens Band ; and at present his trombone may be heard with the Melbourne Tramways Band. Another of his interests is youth club activities ; he is one of the band instructors at the Brunswick and Coburg Boys' Club.

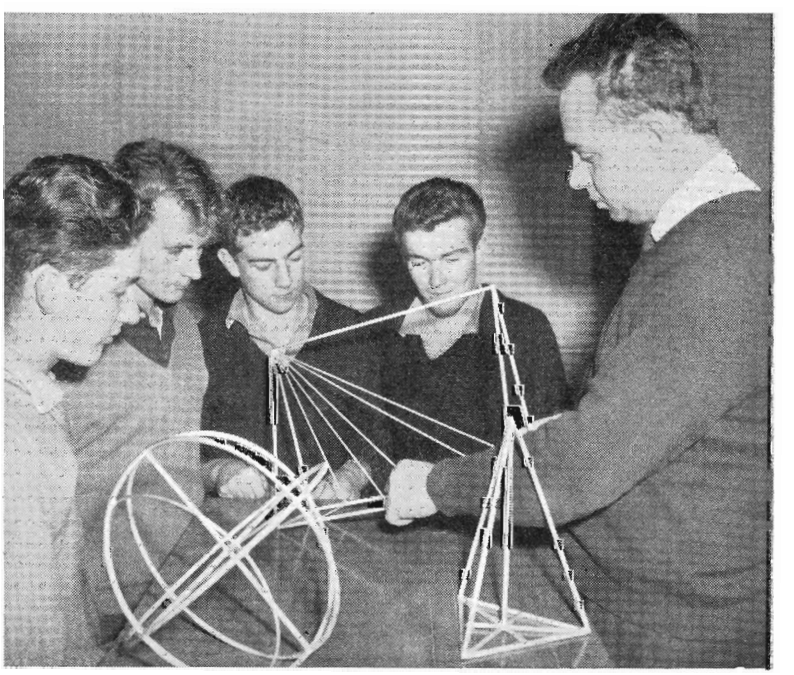


Mr. Thomas

Mr. Thomas has been at Newport Workshops for just over 50 years—most of the time in the Smithy. A brother, Harold, is O-in-C of the Typewriter Maintenance Depot.

Music is in the family ; another brother, William, was one of the best trombone players in Australia—winning repeatedly at the South Street Competitions.

Euclid in irons



Mr.R. Hunter, Senior Mathematics and Science Instructor at Newport Technical College, uses models to teach solid trigonometry to apprentices (*from left*) D. Ferguson, G. Dyioba, A. Hill and J. Emery. Models were made from welding rod at the Coppersmith Shop, Newport, by Apprentice N. Hunter. They have been cadmium plated to prevent corrosion and enable parts to be coloured.

THEY THANK YOU . . . .

Governor's visit

ONCE again I am writing to thank you for the use of the State Coach on Monday and Tuesday.

It made our visit to Swan Hill and Bendigo extremely easy and Freeland and the staff looked after us extremely well.

The thing that impressed us most was the smooth running of the track, which says a lot for maintenance.

I met the various Stationmasters and was able to have a talk to them. They all seemed very happy. Perhaps you will be kind enough to pass our thanks on to all those concerned.

—His Excellency Major General Sir Rohan Delacombe, Governor of Victoria, writing to the Acting Superintendent of Train Services

School Excursion

DURING school vacation, a party of 20 boys from the Box Hill School, in charge of one of our teachers, made a trip to Rutherglen. They travelled by train from Spencer Street to Springhurst.

.....On the (return) journey, the Conductor did everything he could to make the journey a pleasant and interesting one for the boys.....

—Phillip T. Jackson, Head Teacher
(The Conductor was Mr. W. Williams —Ed.)

Superphosphate

AT the conclusion of another record year of trading, I would like to express my thanks for the very efficient service given by all sections of your staff, not only in transporting our product, but also in relation to the various facilities we have required from your Department.

In dealing with major matters, Mr. Rewell and Mr. A. C. Brown have been of great assistance, and I am writing a personal note to the District Superintendent at Geelong, thanking him for the services we have received from him and his staff here.

I have previously referred to the work Mr. Reynolds did in providing us with rail facilities at Wodonga at such short notice.

During the past three years, a considerable portion of my time has been devoted to the development of bulk installations in the country, and perhaps my outstanding impression has been the unfailing assistance accorded by the numerous local stationmasters whom I had occasion to interview on this subject.

Our bulk super sales this year exceeded 51,000 tons, and it is interesting to notice how many customers, formerly road users, are now receiving their supplies by rail. It is not possible to quote an accurate figure of the tonnage involved, but I can say that a minimum of 8,000 tons and possibly 10,000 tons of our business has been converted from road to rail delivery as a result of the introduction of bulk super.

—K. S. Picken, Victorian Manager, Cresco Fertilizers Ltd. Geelong

Frankston

I thank you for your help this morning and particularly I would like you to thank that bright, courteous and helpful young porter who not only took the heavy bags to my car but put them in and resolutely refused any tip. Young men like him are a credit to the Victorian Railways.

—H. W. Boucher, 41 Hampden Street, Mornington, writing to Stationmaster, Frankston

Drouin

I desire to express to you my keen appreciation of the services of the station staff in relation to this company. We have a large volume of turnover in many products, and your staff goodwill to my own staff smooths the way for quick and efficient despatch and inwards receivals. My long association of 45 years with the various local railway staff has demonstrated that individual attention is the solution to amicable relationship.

—W. L. Kraft, General Manager, Drouin Co-operative Butter Factory Co. Ltd., writing to the Chairman of Commissioners.

V.R. help for " Wood Chop "

PLEASE convey to the members of your organization our thanks for the way they made our " Wood Chop " such a success. We were able to give to each of the Missions, at Prahran, South Melbourne, and North Melbourne, 15 tons of blocks, for the needy pensioners in their areas. We appreciated the way your staff have helped us, in each area we have operated, in these wood chops.

—Robin Mitchell, Organizer, Methodist Order of Knights writing to the Comptroller of Stores
(The Department carried the wood free—Ed.)

RECENT RETIREMENTS . . .

TRAFFIC BRANCH
Beeson, R. J., Melbourne Goods
Pedelty, J. F., Melbourne Goods
Chalmers, G. H., Richmond
McDonald, J. E., C/- Metro. Sup't.
Lockhart, J. R., Newport
Doak, A. P., Melbourne Goods
McIntosh, D., Tottenham Yard
Maher, C. G., Bendigo
Shanahan, J., Hamilton
Wearne, J. E., Horsham
Slaven, F., Melbourne Goods

WAY AND WORKS BRANCH
Charman, L. D., Caulfield
Fox, W., Head Office
Markovic, V., Spotswood Workshops
Steers, C. T., Seymour

STORES BRANCH
Tongue, R. J., Newport Workshops Storehouse
Dennis, S. T., Geelong Loco.

ROLLING STOCK BRANCH
Doenau, G., Newport
Binder, H., Wodonga
Nettleton, G. A., Newport
Chmielewski, S., Newport
Bigham, L. P., N.M. Shops
Carter, L. W., Newport
George, P. R., Ballarat Loco.
Leonard, G. A. G., Cohuna
Hodgson, F., Newport
Bishop, A. J., Newport
Thomas, F. G., Newport
Buchan, T. L., Jolimont
Bradley, G. S., N.M. Shops
Cullis, G. J., Jolimont
Dickson, L., N.M. Shops
Smith, R. B., Newport

REFRESHMENT SERVICES BRANCH
Paterson J., Dining Car Depot

SECRETARY'S BRANCH
Fogarty, Miss M., Head Office
Stubbs, H. V., Head Office

AND DEATHS . . .

TRAFFIC BRANCH
Fisher, W. P., Cheltenham
Michelson, R., Box Hill
Loney, H. S., Preston
Johnson, G. F. B., Warburton

WAY AND WORKS BRANCH
Morgan, M. J., Korong Vale

ROLLING STOCK BRANCH
Nixon, W. O., Jolimont
Richards, W. G., N.M. Shops
Smary, L. H., Jolimont
Ellerton, R., Jolimont

Sport

V.R.I. football finals

ON August 6, the preliminary final was played at Royal Park, between Loco and Suburban Lines. Although a close game was expected, Loco very quickly showed their superiority, and by half time were in a winning position. Suburban Lines battled on gamely, but were no match for the stronger and more talented Loco who eventually ran out easy winners, scoring 17-13 to Suburban Lines 7-8.

The grand final was played at the North Melbourne Football Ground on August 20. The ground was in excellent condition, although a fair wind favoured the Arden Street goals. The opening quarter produced poor football, both teams finding it hard to judge the flight of the ball in the windy conditions. Newport with first use of the breeze ran up a handy lead, kicking 3–4 and keeping Loco scoreless. In the second term, with the assistance of the wind, Loco looked a better side, but misses from right in front were costly. Loose play on Loco's back line, permitted Newport to add 2–1 against the wind, and at half-time Newport led 5–5 to 3–5.

In the second half, the standard of play improved considerably and some brilliant passages of fast, systematic football were seen. Loco, although kicking against the wind lifted their game and scored 3–1 to Newport's 4–2. Scores at three-quarter time were: Newport 9–7 Loco 6–6.

Immediately the last quarter started Newport applied the pressure, adding two goals, and setting up what proved to be a winning lead. Both sides were beginning to tire and the standard of the game began to fall away. In the closing stages, Loco scored two goals, but could not bridge the gap, and Newport won by 16 points. Newport now have the proud record of having won the Commissioners' Cup five times during the six years they have been in the V.R.I. League.

Final scores were: Newport, 11–9 Loco 8–11.

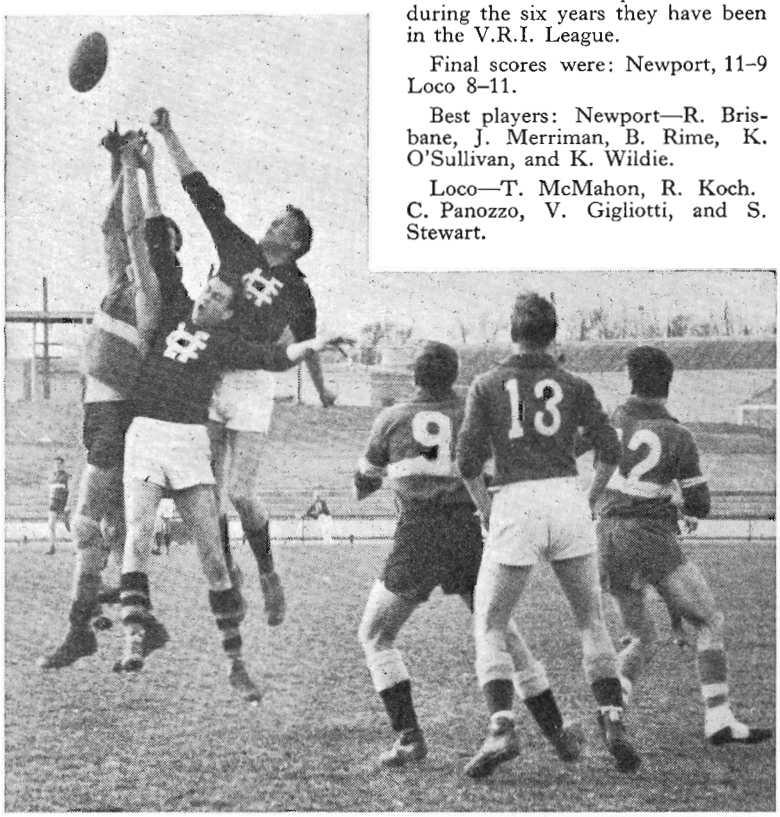
Best players: Newport—R. Brisbane, J. Merriman, B. Rime, K. O'Sullivan, and K. Wildie.

Loco—T. McMahon, R. Koch. C. Panozzo, V. Gigliotti, and S. Stewart.

Goal kickers: Newport—R. Brisbane (5), B. Rimes (3), G. Woodsell, J. Limbon, K. Rogan. Loco— J. Callaghan (3), R. Koch (3), T. Cathcart, V. Gigliotti.

Messrs. E. P. Rogan (Commissioner), W. O. Galletly (Chief Mechanical Engineer), W. Featonby (Asst. Chief Mechanical Engineer), C. Hunter (Vice-Chairman V.R.I.Sports Committee) and several other V.R.I. Councillors were present.

The award for the Best and Fairest Player in the V.R.I. League for the 1963 season was won by T. Allsop, of Melbourne Yard, and the trophy for the leading goalkicker by B. Rimes of Newport Shops.



In the grand final, a Loco player tries to spoil an opponent's mark

Gippsland golf

The third annual tournament of the V.R.I. Eastern Gippsland Golf Club was held at Newry on July 24 and 28, and the tournament—of 39 events—attracted an entry of 163, and was divided into two sections, one open to all comers and one for V.R.I. members only. There were 78 trophies.

The major item was the 18 hole scratch events for the ladies, and the 27-hole graded scratch events for men.

Results were: Ladies 18-hole. V.R.I. Mrs. J. Collins (Yallourn); Open: Mrs. J. Pusmascuns (Maffra).
Men's 27 holes—

A Grade V.R.I.	}	A. Knight (Melbourne)
A „ Open	}	
B „ V.R.I.		J. Parsons (Warragul)
B „ Open		R. Douglas (Heyfield)
C „ V.R.I.		J. Astley (Bairnsdale)
C „ Open		R. Stoddard (Cowwarr)

The excellent organisation by Messrs. A. Cron, J. Lawler, E. Grigg and their band of helpers contributed largely to the success of the tournament.

Country Carpet Bowls

TEAMS representing centres at Ararat, Ballarat, Benalla, Bendigo, Geelong, Korumburra, Lilydale, Maryborough and Seymour competed in this tournament.

The results were:
Team Championships:
Men's: Bendigo No. 2; (winners): Ballarat No. 2 (runners up):
Ladies: Bendigo No. 1 (winners): Maryborough No. 2 (runners up):
Consolation events: Mens – Benalla Blue; Ladies – Benalla Gold.

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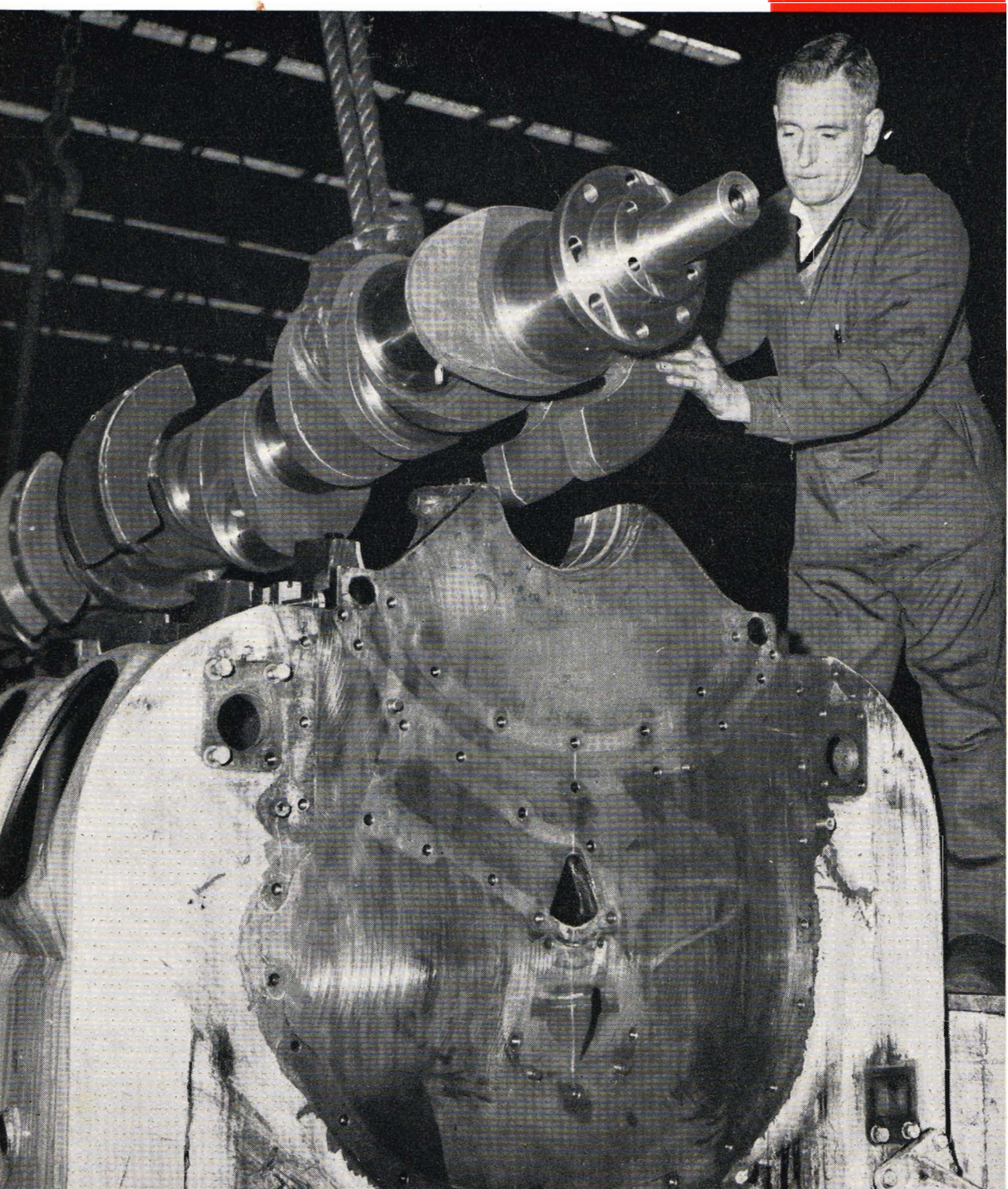
VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER

VR

1963



THE MONTH'S REVIEW

Interstate transfer popular

THE altered train schedules that were introduced on August 5 to enable passengers between Adelaide and Sydney to avoid a break of journey in Melbourne have proved popular. The passengers change at Sunshine (see *News Letter*, July 1963) and, at present, more than 60 passengers a day are using the facility.

Only five times as much

ROAD motor publicists seem to have a strange inability to be accurate when referring to railways. The latest instance to hand is contained in a pamphlet issued by the Long Distance Road Transport Association and stated to be reprinted from a Motor Industry Survey in *The Sydney Morning Herald.*

A paragraph reads :

The interesting sidelight here is that although the railways claim a 145 *per cent increase in freight tonnage since the opening of the standard gauge line, road transport continues undiminished and handles an average of almost* 30,000 *tons a week in both directions, compared with the railways'* 25,000 *tons a month.*

The really interesting sidelight here is that the railways carry 31,800 tons a *week* on the Melbourne-Sydney standard gauge line—over five times as much as the figure of 25,000 tons a *month* quoted in the road industry pamphlet.

Double load

FOR the first time, the Department, last month, moved a 160-ton transformer and a 155-ton stator on the same train. Previously stators and transformers have been sent separately, but special rolling stock now enables them to be railed together. The 548-ton special train took the equipment on Sunday, September 22, from Melbourne to Hazelwood, the State Electricity Commission's siding near Morwell.

Double-deck trains

THE introduction of double deck trains on Sydney's suburban electric system will be watched with interest by Australian transport authorities, especially in view of reports published locally that they have lost favour in U.S.A. The double-decked commuter train, says *The Herald*, after being a glamorous part of the U.S. railway scene for 36 years is on the way out.

A Long Island Railroads spokesman said : "As far as we're concerned, they're outmoded. If Australia introduces them and makes a success of it, they'll be doing somewhat better than we have".

Double-deckers are used on the 38-mile electrified line which moves 72-million people a year into and out of New York from the suburbs on Long Island.

A similar type of double-decker is used on suburban Chicago runs by the Chicago North-Western railroad.

Operators of the double-deckers have found that they are more difficult to keep clean and take longer to load and unload.

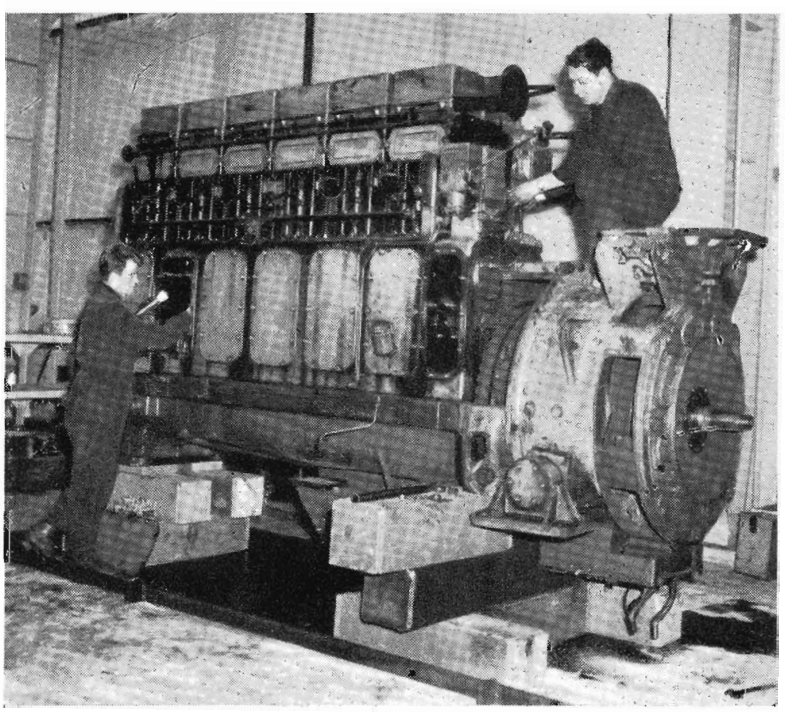
Another objection, but one the railways take seriously, has come from women passengers who complain of having to negotiate the carriage steps and ramps in high heel shoes.

Long Island Railroads designed and built the first double-decker in 1927, a 60 ft. long car with four passenger compartments on split levels.

The car was studied and modified for 10 years and 80 ft. long models were made in 1937. The last double-deckers, seating 128 people, were built in 1947.

Long Island Railroads traffic officer Mr. Paul Blauvelt said that the early double-deckers gave more space and comfort than the single-deck cars of that time.

First



At South Dynon Loco. Depot, Diesel Maintainers P. Scott (*left*) and L. Bullen begin work on the first engine and generator to be removed from an F class diesel-electric locomotive for general reconditioning.

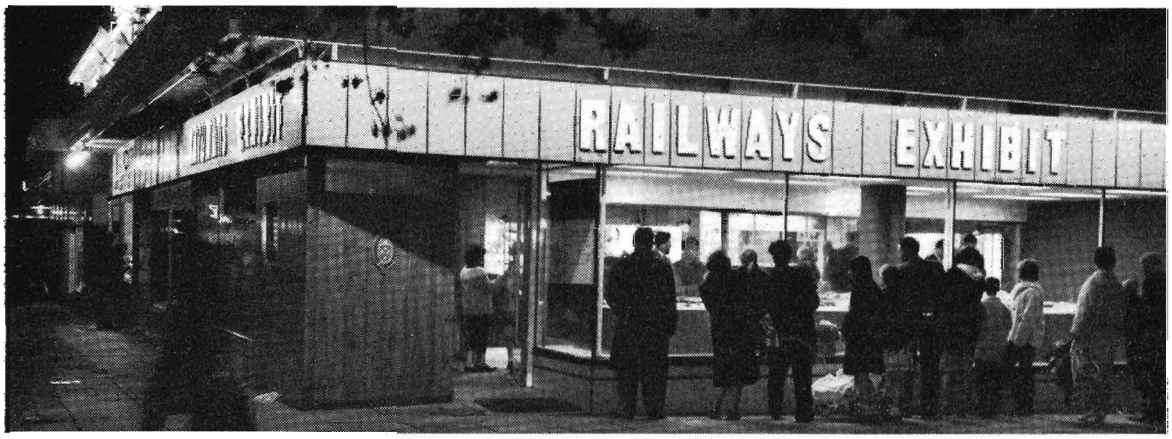
Horse-ham !

DISCUSSION about the pronunciation of Ruthven (officially it is "Roothven") recalls that Hilaire Belloc who lived in Horsham (England), and disagreed with the common pronunciation of that town's name used to tip porters at the local railway station to call out "Horse-ham".

FRONT COVER

High standards of maintenance ensure a long economic life for V.R. diesel-electric locomotives. At South Dynon Loco. Depot, Diesel Maintainer A. Acton is replacing the crankshaft of an S class locomotive after it has been reconditioned at a mileage of 1,004,000.

MR. TRANSPORT



THE theme of this year's railway exhibit at the Royal Show was the ability of the railway system—*Mr. Transport*—to undertake big traffic movements, such as train-loads of a single commodity, the carriage of outsize equipment, containers, bulk loading in special wagons, and party travel.

Improved outside lighting made the exhibit particularly attractive at night, as shown above.

After the arrival of trains at the Showgrounds platform, passengers were welcomed over the public address system and informed of a new service introduced this year at the Department's exhibit. This took the form of free identity discs.

These discs, on which a child's name and address could be written, (bottom picture) were so much appreciated by parents with young children (and even older children shown at right filling in the details) that a rush reprint was ordered the second day after the Show opened.

To save precious hours (the stocks were exhausted by the end of the third day) four printing machines were swung into action—two printing and two cutting out discs using dies improvised from 3″ water pipe. Altogether, more than 30,000 discs were distributed.

Into the comparatively small space of the V.R. exhibit was packed as much spectator interest as could be found almost anywhere else in the Show—including even the tent of the Tattooed Lady.

Eye-catcher, of course, was the miniature railway, that, plainly visible from the sidewalk was an irresistible magnet. The model trains, of 1/120th. scale, are complete with an amazing amount of faithful detail. Automatically controlled, the little trains each covered 6,000 scale miles during the duration of the Show.

They included :

- a 280 h.p. Walker diesel rail-car;
- a goods train hauled by a T class loco;
- a standard gauge freight train, double-headed with S class diesels hauling a wide variety of bogie wagons;
- a briquette train drawn by an L class electric locomotive;
- a wheat train with B class diesel;
- a Flexi-Van transfer between rail and road.

Other attractions of the exhibit were the large 1/12th. scale models. Pride of place among these was given to a working model that showed how bogie exchange is made between standard and 5 ft. 3 in. gauge wagons. Also shown were a T class locomotive, and BLF, QCF, and double Flexi-Van wagons.

A wide range of literature and a new edition of the tabloid newspaper, *Victorian Railways News*, were distributed.

MR. E. H. Brownbill, Chairman of Commissioners, returned recently from a survey of overseas railway developments, in the course of which he visited Japan, Hong Kong, India, Russia, United Kingdom, Italy, Switzerland, Germany, France, Canada and United States. In this article he gives his impressions of developments in

JAPAN

The Japanese National Railways in my opinion is one of the most progressive railway organizations that I have seen.

The Japanese Government has realized that, with the country's enormous population of 95,000,000, and an inadequate road system, the only solution to their transport problem is to invest money in developing the most economical form of mass transport—the railways.

The Japanese National Railways celebrate their 91st. year of operation this month. Their network now totals 12,800 miles (V.R. 4,290) and engages 450,000 employees (V.R. 30,000) to handle the amazing figure of over 5,284 million passengers (V.R. 153 million) and 206 million tons of goods (V.R. 11 million) annually.

The Japanese National Railways are spending over £2 million annually on research. Their research staff totals 900 and includes over 300 University graduates, among whom are 56 Doctors of Engineering, 12 Doctors of Science, and one Doctor of Agriculture. This section has achieved much success in improving railway operations and in overcoming many problems associated with automatic and high speed train running.

One of the world's most advanced railway projects is at present being built between Tokyo (population 10,225,000) and Osaka (population over 3,000,000)—a distance of 320 miles. It must be remembered that these populations are more concentrated than Melbourne's. For example—Tokyo's population within a radius of 20 miles is over 20,000,000.

A standard gauge (4′8½″) track—to enable their latest type of electric rail-car passenger train to travel the distance in three hours at the world's top speed of about 150 m.p.h.—is nearing completion. This new double track will be in addition to the existing (3′6″) line which at present serves 40% of Japan's population and 70% of the country's total industrial output.

The authorities intend to commence running daily, in each direction, 60 main express trains stopping at three stations; 12 super expresses non-stop between the two cities; and 12 super goods trains with every vehicle powered.

On a ten mile section of this line there are 275 trains each way daily. However, between Tokyo and Osaka there are at present 80 passenger and 60 goods trains per day running in each direction on the narrow gauge lines, and the authorities now find that the existing tracks have become saturated.

Our main Gippsland line, where we have what we regard as a high frequency train service, carries only approximately 25 trains in each direction daily.

The total cost of this new Japanese line is about £400 million. One of the most interesting features of the track is that there are 40 miles of tunnels and 60 miles of bridges, some of which skip over complete villages.

I was privileged to travel in, and drive, a test train over 25 miles of their new line at a speed of 125 m.p.h. The driver controlled everything, as our drivers do here in Victoria, but had cab indicators showing the permissive speed for that section of track. On the return journey, our driver switched over to complete automatic control where he was required to do nothing—the automatic devices shut off power, applied the brakes, or maintained the scheduled speed limits, eventually stopping exactly at a spot marked on the station platform.

Electronics

Electronics are playing a major part in the rehabilitation of the Japanese National Railways. Their application ranges from the calculation of train schedules to an ingenious electronic seat reservation system.

Seat Reservation Records kept on the prototype electronic equipment show the seats available over the next 15 days on four limited stop express trains operating between Tokyo and Osaka daily. This equipment enables individual seats in any carriage of the abovementioned trains to be booked quickly, and allows a block diagram showing the state of the seating accommodation in a particular carriage to be displayed on the screen of a cathode-ray tube for the information of the booking clerk. In this way, the booking clerk can then offer a choice of seats to the passenger. Begun in 1959 on an experimental basis it is now proposed to have additional equipment built by 1965 to extend the system to serve other important passenger travel centres.

The role of the suburban railway system in Tokyo is similar to what we are planning for our own system here in Melbourne, in that it is the main transport artery with surface trams and buses as its feeding capillaries.

The idea that Flinders Street station is one of the busiest in the world was certainly dispelled by my visit to Tokyo. We handle 226,000 passengers daily, but at Tokyo station over 710,000 passengers pass through the barriers each day. In addition to that figure, over 300,000 passengers change trains daily at that station. A staff of about 1,000 employes control the operation of the station. Consisting of five island and two single-faced platforms (16 tracks) Tokyo station handles 2,159 trains daily.

Suburban trains packed

It was interesting to see how they packed 360 passengers into each of their suburban cars during the peak period, and I thought of the criticism that is levelled at our *Harris* suburban carriages which have a peak loading of about 180 passengers.

Their carriage advertisements are just paper streamers hanging down from the ceiling like beads, and it is to the credit of the Japanese public that very few of these advertisements are illegally removed. In addition, a portable fan is installed in the corner of each carriage, and I was informed that very few are stolen. There is, of course, some vandalism,

Prototype train for the new line being built between Tokyo and Osaka.

but it is not as prevalent as it is in Australia.

Tokyo's underground railway—the eighth largest underground railway system in the world—is operated by the Teito Rapid Transit Authority, a public corporation established to build and operate subways in Tokyo. This authority plans to increase the length of its subway from 33 miles to a total of 68 miles, most of which will be completed in time for next year's Olympic Games in Tokyo.

It is expected that with the completion of the subway lines now under construction, or being planned, which will extend the route mileage to about 112 miles, the number of passengers carried by the subways will rise from the present 1,330,000 to 4,500,000 each day.

Tokyo is not the only city in Japan that has experienced difficulty with its city surface transport.

The city of Osaka, situated 320 miles south of Tokyo, has a population of over 3,000,000. In Osaka, the area occupied by roads is only 9% of the total area of the city as compared with 35% of New York and 23% of London. Meanwhile, the number of motor cars registered in that city in five years has jumped from 110,000 to 230,000, and is increasing yearly. As a result, the adverse proportion of the number of cars to road space will become greater each year.

Demand for public transport

The outward movement to new suburbs has resulted in a big demand for increased public transport. At the same time, the roads in Osaka are jammed with cars, with the result that the operating efficiency of surface puhlic transport, such as trams, buses, etc., has decreased. This is the reason why they have found that they can no longer depend on the conventional road or surface transportation system, as it only serves to aggravate the current traffic crisis. The Osaka authorities have found that the only answer to this problem is to extend the network of their existing rapid transit (underground) railway system as quickly as possible. They will have an additional 25 miles of rapid transit railways built by 1967.

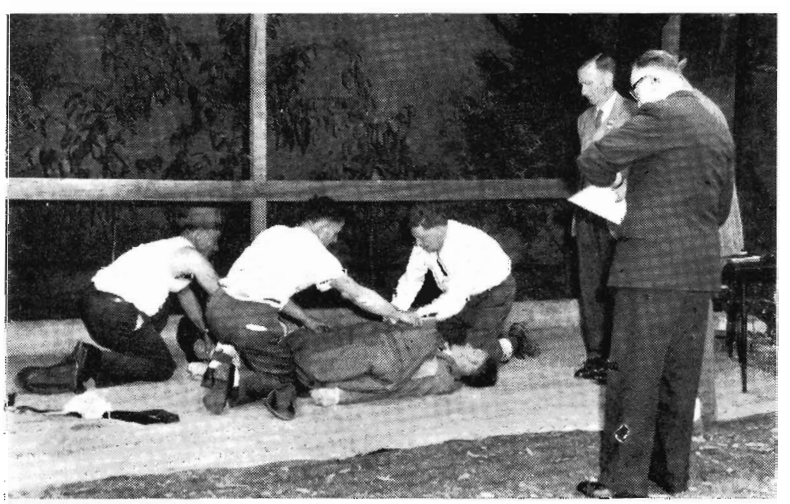
During inspections of both railway and private workshops, many items of interest were seen such as:

- manufacture and assembly under microscopes of 6″ TV sets which are built at the rate of 500,000 a year;
- construction of rail wagons of 240 tons carrying capacity;
- the setting up of a steel hydraulic rotor casting weighing 180 tons —said to be the heaviest yet cast in the world;
- the sounding of safety bells in marshalling yards at 4 p.m. each day to remind the staff to work safely, as the authorities had found that this was the most prolific time for accidents to happen;
- full scale testing on test plant of electric or diesel-electric locomotives;
- strain gauges on bogie parts. including gear teeth;
- further development of automatic train operation by full scale models in large laboratories.

FIRST-AID FINALS GO WITH A BANG

And that's literally true. The state first-aid finals, held last month at Mt. Evelyn, really did go off with a bang-with several bangs, in fact. They came from a set on which a gas stove explosion was simulated. Source of the 100-megaton bangs was an ingenious, battery-operated contrivance that also produced very satisfying clouds of smoke. All with perfect safety, of course. It would *never* do to have a *real* accident at the First-Aid Finals... or would it?

Pleasant bushland setting at Mt. Evelyn where the competitions are held.



In the Novice Improvised Material event, members of the Sale team treat a man who has fallen while sawing a check in a fence post.

Messrs. J. Smith, J. Coughlin, N. Henderson, T. Chafer, D. Melton (Bendigo Workshops No.1 Team) and N. H. Adams (Melbourne Yard) won the top awards and will represent Victoria at the Australian championships to be held next month at Mt. Evelyn. Mr Adams came first in both novice and senior individual events—a "double" that, it is believed, has occurred only about five times in the history of V.R. first aid competitions.

The same Bendigo team won the Australian championships held last year in Perth.

The adjudicators were Mr. Douglas Donald and Doctors E. R. G. Sheil, Hugh Johnston, J. H. Gowland, R. Howard, A. Burton and V. C. Dyring.

The competitions were well attended by senior Victorian Railways Officers, as well as by representatives of the New South Wales Railways, South Australian Railways, Civil Defence, State Electricity Commission, Gas and Fuel Corporation, Victorian Civil Ambulance, St. John Association, Australian Railways Union, Australian Transport Officers Federation and the Railway Professional Officers Association.

The pleasantly informal dinner, tendered to competitors, which as usual, was held in the V.R.I. concert hall, was attended by the Chairman of Commissioners, Mr. E.H. Brownbill, the adjudicators, heads of branches and visitors. Chairman was Mr. L. A. Reynolds, Chief Civil Engineer; awards were announced and presented by Mr. Brownbill.

Toast to the winning teams and individuals was proposed by Mr. C.S. Morris, Staff Board Chairman, and to the adjudicators by Mr. K. W. MacKenzie, Ambulance Officer.

Responses were made by Mr. Smith, leader of the winning team, and Dr. Johnston. The events staged at the competitions were:

Novice Individual

The competitor is assumed to be a first aid attendant at a workshop. On returning to work after lunch, a piece of wire catches in the spokes of his bicycle and throws him to the ground. He finds his way to the First Aid room just as a cleaner (with no knowledge of first aid arrives). The competitor instructs the man how to assist with the diagnosis and treat the injuries.

Senior Individual

A salesman dealing in first aid kits, arrives at a house to sell his goods. The housewife, after opening the door, complains of feeling ill and then collapses. (She is in a diabetic coma and has a broken arm.)

Novice Teams

A man who is cutting a check on a fence post falls and sustains a complicated fracture of ribs, with internal haemorrhage.

Novice teams (material supplied)

The team is assumed to be a track gang. On returning to the rest hut after the day's work, one of the gang enters the kitchen to prepare a meal.

A gas stove explosion occurs and he sustains extensive burns and a cut wrist.

Transport - novice and senior teams

The patient is a bricklayer who, while working on a building, was hit by a brick. He has been treated by a doctor for a head wound and is unconcious. He is on top of scaffolding seven feet from the ground and is to be transported to hospital in the utility provided.

Senior teams (improvised material)

On the River Murray, a water skier has jumped the bank and is lying on the ground, unconscious, with a broken leg and other injuries.

Senior teams- material supplied

Two players on a golf course are about to hit off when one of them is felled by a golf ball and the other suffers a heart attack (a grim situation–if ever there was one).

The winning team—Bendigo Workshops No. 1 removes patient from scaffold in the Senior Transport event.

RESULTS

SENIOR TEAMS

	Marks
Bendigo Nth. W.S. No. 1	436
Ballarat Traffic No. 1	418
Electrical Engineers	398
Spencer Street	—
South Dynon Loco No. 3	—

SENIOR INDIVIDUAL

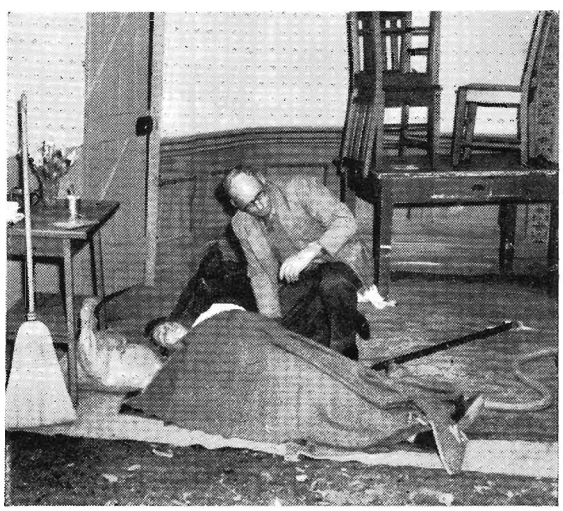
		Marks
N H. Adams,	Melb. Yard	139
R. C. Graham,	B'go. Nth. W.S.	128
H. P. Isaac,	Ararat	100
F. L. O'Brien	Newport W.S.	—

NOVICE TEAMS

	Marks
Sale	424
Warragul	388
Sunshine No. 1	383
Bendigo Nth. W.S. No. 4	—
Numurkah	—
South Dynon Loco No. 1	—
Jolimont W.S. No. 3	—

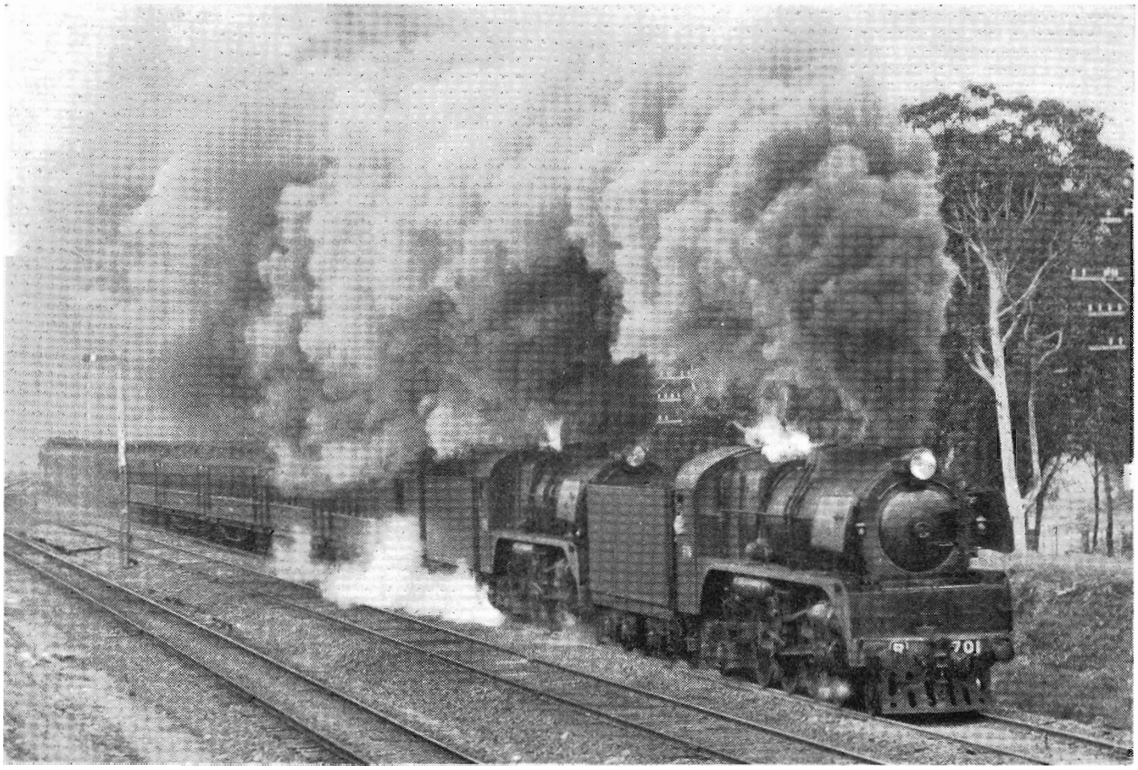
NOVICE INDIVIDUAL

N. H. Adams,	Melb. Yard	114
A. Maude,	B'rat Nth. W.S.	94
J. Wallace,	Numurkah	85
T. H. Chafer,	B'go. Nth. W.S.	—
G. Storey,	B'rat Nth. W.S.	—
R. C. Lunnon,	„ „	—
H. Latimer,	Sth. Dynon Loco	—



(Above) Spectators watched the events with keen interest.

(Left) In the Senior Individual event, Competitor F. L. O'Brien (Newport Workshops) treats the patient-a "housewife" who has collapsed after answering the door.



NORTH-EAST EXCURSION: Special train with members of Australian Railway Exploration Association near Heathcote Junction on its way last month for a week-end tour to Peechelba East, Wahgunyah, Bright and Beechworth. Sleepers and dining car were attached.

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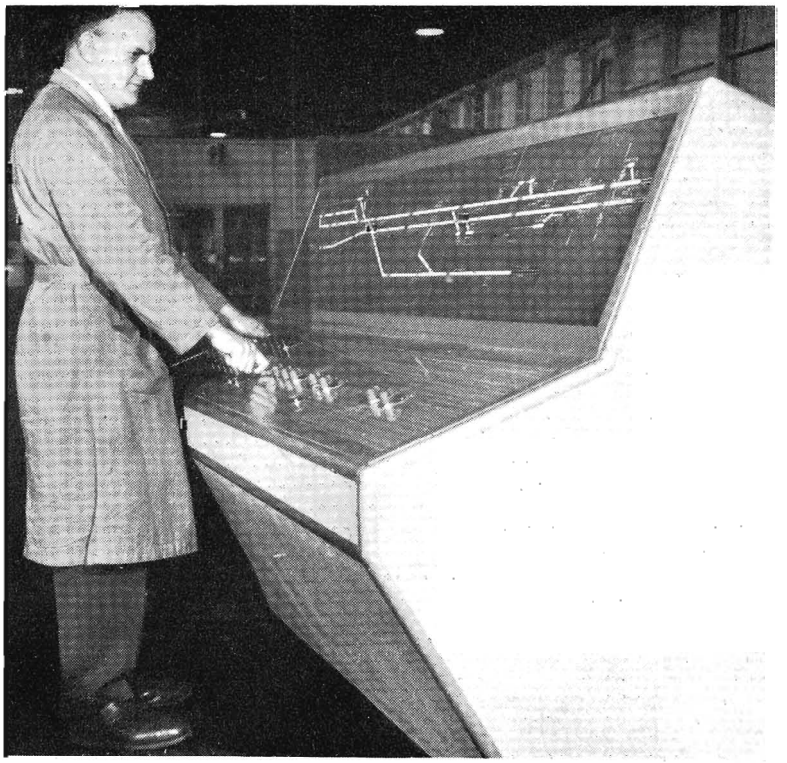
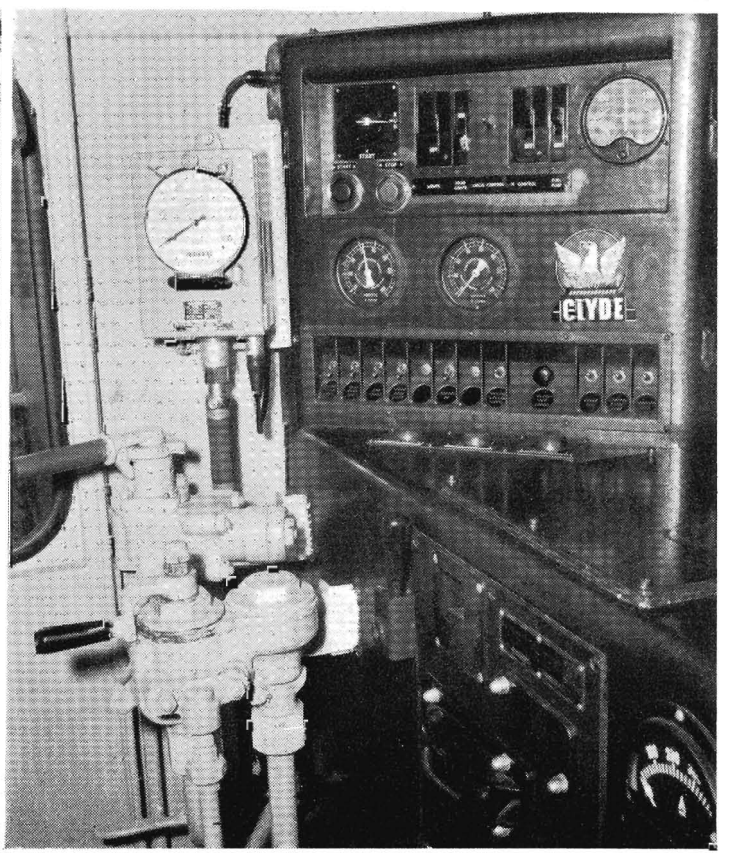


OL PANEL: At Spotswood Workshops, Chalmers Watt examines the control panel been built in the Electrical Shop for install- A signal box at Wodonga.



OTIVES: The first two of the 25 Y class diesel-elec- es as they arrived from the manufacturers—Clyde o. Pty. Ltd. of N.S.W.
e, Superintendent of Locomotive Maintenance, (left) Brown, Deputy Chairman of Commissioners, examine ies. Bogies and motors were obtained from surplus stock that was rendered obsolete by *Harris Trains*.
n record the arrival of the new locomotives.
ol panel.

In a talk, summarized below, which was given before the 1963 Insurance Forum, the Senior Commercial Agent- Mr. H. D. Chandler A. M. Inst.. T. - shows how modernized V.R. rail services have

REDUCED INSURANCE RISKS

The oldest and most common method of land transport was the wooden sled. Its motive power was simple; slaves were merely attached to the sled and under appropriate demands and certain well tried forms of persuasion, the sled was put into motion. This method of land transportation was perhaps the most simple and, certainly, with labour at no cost whatever, the most economical. The wage system had not been invented; neither was anything known of fuel or power costs.

Records are not available to establish whether or not goods or merchandise were carried satisfactorily under this method, but at least we know that, by some means or other, the huge blocks of stone for the pyramids were transported and duly erected without evidence of damage in transit.

Then followed the most important revolution in transportation - the invention of the wheel.

For the past 2,000 years there have been, perhaps, tens of thousands of designs produced for coach, carriage or wagon to be placed on or over the wheel to convey goods and passengers, but the basic design of the wheel itself has remained unchanged although wood, stone, iron and steel have all been used in its manufacture.

By far the greatest advance in land transport on wheels has been during the present century. Prior to the invention of the steam locomotive, horse or other animal power was the major means of locomotion but, since steam locomotives were put to use, this modern method of transportation on steel rails has developed to such a stage that the livelihood of the nation is dependent on it.

By contrasting transportation facilities of the 1920's with those of the last decade, it is possible to gauge the advances that have been made.

In the former period, the major rail wagons used for moving general merchandise were a 17ft. long open wooden wagon (with a carrying capacity of 11 tons) and a 22-ft. long open steel wagon (capacity 16 tons). The only covered goods vehicles available were a limited supply of steel louvred vans of 11 and 15 tons capacity.

All goods were loaded by man power, or by crane in the case of heavy articles. Palletized or unit loads had not been considered.

Mr. Chandler

Couplings between these vehicles were a standard 3 link chain, and each vehicle had to be equipped with two spring buffers at either end to absorb or reduce the impacts caused by the loose couplings. Goods trains were hauled by steam locomotives, the most powerful then being the X class which could haul a maximum gross load of 620 tons over a 1 in 50 grade.

L.C.L. containers

Late in 1952 the first L.C.L. ("less than car-load") containers were placed in service when the Victorian and New South Wales Railways jointly built 250 steel 7-ft. units, each with a capacity of 320 cubic feet and 5½ tons dead weight. This was later increased to 6 tons.

These water-and-pillage-proof containers proved an immediate success, not the least of their advantages being that the goods loaded in them could be taken from point of manufacture to the buyer in another State without the necessity to handle or transfer the load en route.

It was not long before 50 of the units were completely insulated for perishables. The service rendered by these comparatively small containers met a long-felt demand.

The obvious advantages of the container were not confined to merchandise.

Brewer's malt normally handled in jute sacks, as well as many liquids such as glucose, vegetable oils and tallow which had previously moved in tins and drums—the latter sometimes of doubtful quality—began to go by rail in containers.

One of Victoria's largest distilleries now rails its whisky and gin in special stainless steel containers from Melbourne to Sydney, for bottling in that city and distribution throughout New South Wales.

The success of containers soon encouraged forwarders and others to enter the container field, and we now have a wide variety of units. The sizes available include 7′, 8′, 13′10″, 14′5″, 16′8″ and 21′10″.

In keeping with railway versatility, deep frozen products, that have to be carried at sub-zero temperatures, were not overlooked; and 14′5″ containers with refrigerator motors, equipped with thermostats to control temperatures, move regularly between the State capitals.

The safe carriage of this variety of containers, and their contents, was assured by the building of flat bogie rail wagons with special fitments that fasten the unit securely in place, and avoid the use of ropes and chains.

Goods rolling stock

Far-sighted railway administrators who had already introduced the diesel locomotive, continued their programme of replacing the small, fixed-wheel, 4-wheel rail vehicles with bogie rolling stock equipped with automatic couplings.

These modern box-cars, louvre vans and open gondola type wagons, fitted with strong wooden or steel floors and high-speed ride-control bogies, can carry 40 and 50-ton loads at express speeds and yet give what is virtually an armchair ride to the goods.

The humble wooden pallet, used in factory and warehouse for easy storage and handling of goods, was encouraged as a transport medium by building under-cover platforms accessible to road vehicles and by providing wide doorways on the railway vans to allow rapid loading and unloading by low-mast fork lift trucks and pedestrian palletizers.

Special weatherproof vans were built for the safe carriage of tinplate from Port Kembla to Melbourne.

This tin plate moves in train loads of 500 tons net, and the use of mech-

anical equipment enables its discharge in five hours - 100 tons an hour or $1\frac{2}{3}$ tons a minute.

The Railways are ever-ready to supply special wagons for a particular purpose or commodity.

For example, the growing use by the motor car manufacturer of polished steel strip in coils created a problem in safe transport. This has been met by fluting the sides of the rail wagons to allow dividers or heavy partitions to be inserted to separate the coils of steel and prevent their impaction during transit. This has proved completely successful.

Bulk handling by rail has involved specialized rolling stock for many items, such as cement and flour which are discharged pneumatically into road tankers.

Steel-cored aluminium cable in large reels, nearly 7 ft. in diameter, each weighing about 4 tons, was found to be very damage-prone, due to oscillation during transit.

The Department built two specially - designed bogie wagons, each with 10 semi-circular rubber lined cradles that enabled the large reels of cable to be securely held without any type of fastening. The rubber lining prevented any vibration from damaging the cable. Many hundreds of tons of cable have been carried in these wagons, completely without damage.

Packaging and handling

Concurrently with improved locomotives and rolling stock, the Department established a highly trained special packaging section with duties almost entirely devoted to packaging methods and claim prevention.

In addition to instructing railway staff in the correct and best ways to handle, load and stow goods of all types, sizes and varieties, these officers are available to advise shippers of the most appropriate type of packaging to ensure the safe carriage of their merchandise.

Many problems have been overcome by the wide experience and "know how" of railway packaging officers. They meet a long-felt want in transportation.

In addition, all Railway staff are encouraged to submit any ideas or suggestions that may improve handling methods. Suitable cash rewards are paid if they are adopted.

Inflatable dunnage

Quite apart from the general run of packing materials provided by the Railways—such as wooden dividing boards, straw mattresses and pads—the introduction of inflatable dunnage bags has ensured complete transit protection for certain types of loading.

Pneumatic dunnage has been in use by the Department since September 1958. A stock of 160 units is located at Melbourne for use with various commodities sent to any part of the State.

The units are particularly suitable for filling space in the wagon load that cannot be absorbed by other loading. Their use is constant where articles of fragile nature are despatched, such as concrete, pipes culverts and palletized loads of munitions, firebricks, and briquettes.

Where centre spacing was unavoidable in loads, the previous method was to use dividing boards to keep the load tight against the ends of the wagon and the intervening space between the boards was tommed with suitable timbers. This timbering was essential to stabilize the load to prevent longitudinal movement.

The stabilization of a load with pneumatic dunnage has many advantages over timber bracing. As well as keeping two or more sections of the load in position, pneumatic dunnage also cushions it against transit impacts.

Inflation of the pneumatic dunnage units at Melbourne Goods and Dynon is done by a portable compressor located at each depot. An alternative method where the compressor is not available, is the use of 220-cubic-ft. cylinders of compressed air. at 1,800 lb. per square inch. A large volume Schrader air line connector quickly inflates the units.

A pressure of 5 or 6 lb. suffices for most loads. Experience has shown that it is necessary to vary the pressure up to a maximum of 6 lb. depending on the nature and weight of the loading.

The Victorian Railways units measure 4′ x 3′6″ and each can be inflated to fill a space of 12″.

Motor cars

As many big motor car manufacturers prefer to send their new cars interstate by rail, special double-decked drive-on - drive-off wagons were built. Cars can also be driven through from one wagon to another.

The cars are held in position on the rail wagons by chocking bars that are bolted into place against the tyres of the front and rear wheels of each car.

Sides on the wagons prevent damage by brake dust or road grime. Thousands of motor cars are being safely handled by rail every year.

Flexi-Vans

This modern method of transporting goods has grown enormously in popularity since its introduction to Australian railways early in 1962.

The Flexi-Van, a pantechnicon-type road vehicle, 35 ft. long and 8 ft. wide, has a capacity of 2,100 cubic feet or 20 tons dead weight, and permits the rapid movement by rail of goods of all types over long distances without hazards often encountered on the highways.

Terminal handling is undertaken by prime movers which haul the Flexi-Vans to or from the railheads where they are transferred from the rear axle assembly of the semi-trailer to the special bogie rolling stock.

The 73 ft. 6ins. long rail wagons, each of which can accommodate two Flexi-Vans, are equipped with hydraulic turntables, the power for raising and lowering these being obtained from the 12 volt battery of the prime mover. The time occupied in loading or unloading a Flexi-Van to or from rail seldom exceeds 7 or 8 minutes.

The Flexi-Van and its contents travel by rail to the other capital cities while the prime mover remains behind and can be used on other work.

More recently, Flexi-Flats have been introduced—these are a tray type unit, 35 ft. long and 8 ft. wide with removable sides and ends, that is particularly suitable for fork lift handling.

This month refrigerated Flexi-Vans, equipped with thermostat-controlled, motor operated refrigerator units were introduced.

These undoubtedly herald a new era in the railway transportation of perishables.

Standard gauge

Perhaps the most notable event in recent Victorian Railway history was the opening, in January 1962, of the standard gauge railway line between Albury and Melbourne which permitted the through transit of goods between Melbourne and the other eastern states.

This obviated the transfer at the border, a slow procedure, not always free from damage.

More powerful diesel locomotives and high-speed, modern rolling stock made the overnight conveyance of goods straight through between Melbourne and Sydney a dream come true.

Railway traffic, particularly between Victoria and New South Wales

has increased enormously in the past 18 months and this increase is reflected in the all-time record goods revenue for the 1962-63 financial year.

Bogie Exchange

A little over 12 months ago, the Department pioneered another outstanding innovation in Australia -changing the bogies of goods vehicles from broad (5′3″) to standard (4′8½″) gauge and vice versa.

This is done by placing four 25-ton electrically-operated lifting jacks one at each end on both sides of a rail wagon or van and raising the superstructure from the bogies, which are wheeled away and replaced with similar type bogies of the other gauge.

The superstructure is then lowered on to the other bogies.

This is a simple procedure, particularly as the body of a rail vehicle is not fastened to the bogies but merely held in place at either end by a king pin in the centre of a steel trunnion. The only other labour involved is to unfasten two brake rods and refasten them after the exchange of bogies has been completed. About 10 minutes are occupied in a complete bogie change and, quite apart from the saving in time and labour involved in manually transferring goods from one vehicle to another, the avoidance of handling the goods themselves eliminates all risk of damage.

It is now a regular occurrence for rail wagons to run from South Brisbane to Port Pirie in South Australia, with their contents undisturbed, the wagons' 4′8½″ standard gauge bogies having been exchanged at Dynon for 5′3″ broad gauge bogies.

Bogie exchange is not regarded as an alternative to standard gauge— rather it it a wonderful adjunct— but what it and standard gauge are achieving in terms of saving in handling and avoidance of damage to goods cannot be over-emphasized.

Freight Terminal

Modern freight terminals have been built in Melbourne where there is available every type of mechanical equipment, including gantry cranes, mobile cranes, shunting tractors, fork lift trucks of all sizes and pedestrian palletizers.

Since the introduction of mechanical handling of freight by rail, two factors have emerged which give great satisfaction to the sender, the carrier and the consignee:

- merchandise is handled more efficiently with a saving in labour;
- the degree of damage has been reduced immeasurably.

The Railways are indeed meeting the challenge to provide safe, fast, modern transportation to the satisfaction of the insured and the insurer alike.

BENDIGO — 1913

This photograph, taken 50 years ago, shows the Bendigo staff of the then Transportation Branch. It was sent to *News Letter* by Mr. F. D. Meagher, Warrnambool's Stationmaster, who was then the small boy in front. (*Front row*)—J. Lane, E. McGee, T. Potter (senior porter), J. W. Taylor and T. Williamson (stationmasters), T. Meagher (head porter), with his little son (Frank), J. Semmens (passenger guard). (*Second row*)—J. Wilson and J. Rodgers (conductors), P. L. Thornton, A. Armitage, H. Bloomfield, H. Overall, H. A. Kennedy. (*Back row*)—J. Webster, N. S. Newell, E. M. Bain, C. Hicks, M. L. Mah.

LITTLE BROTHER FOR C.T.C.

HOW can staff be trained to service the complex Centralized Traffic Control system when it must operate 24 hours a day ?

The answer is in a small room in the basement at Head Office where equipment—known as a Test Rig—has recently been installed. It is the only set of its kind in Australia.

Actually the Test Rig serves two purposes :

- it enables electrical fitters and mechanics to be trained in servicing the C.T.C. system ;
- it provides a set of spare electronic assemblies and parts that are kept under working conditions so that they may be used immediately for any replacements required.

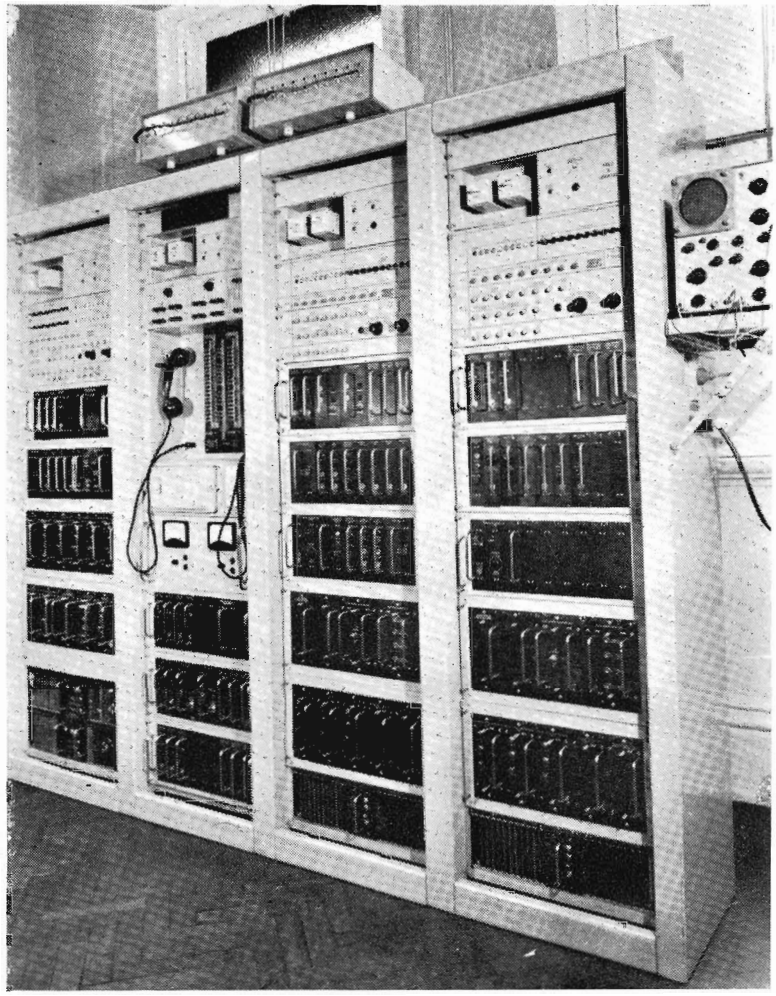
Basically, the 10,000-transistor Centralized Traffic Control system comprises the *electronic brain*, known as the *Office Equipment*, at Head Office, and the 23 field stations situated at various points along the standard gauge track to Wodonga and linked by the 187-mile pole line carrying the communications.

The Test Rig contains at least one of every item of the electronic assembly in the actual C.T.C. installation. But it has only two—instead of 23—field stations, and, of course, only a few yards of connecting cable in place of the 187 miles of pole line.

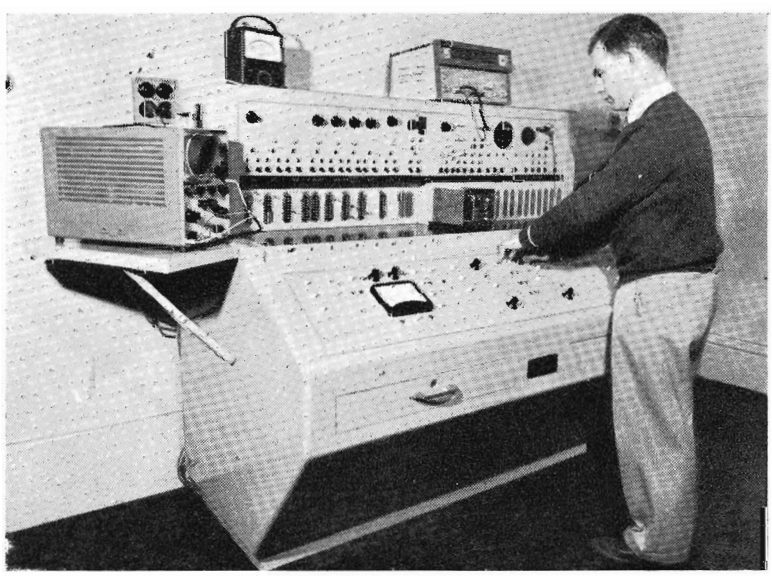
As a result, *Little Brother* fits easily into a small room as it consists only of a cabinet containing the printed circuits and other items. Allied with it is a console—known as the test set—that is used to analyse the 21 different types of equipment in the Test Rig—such as transmitters, receivers, line amplifiers, printed circuits and so on.

Any event or fault that can occur on the C.T.C. system can be set up in the Test Rig.

In training staff, a fault is first set up in an electronic assembly. The defective unit is then removed from the Test Rig and placed in position on the test set. There, it is electrically analysed and the defective component identified. (See February 1963 *New Letter* for article on C.T.C.)



The Test Rig—*Little Brother*. This cabinet contains one, at least, of every item used in the standard gauge Centralized Traffic Control system.



Electrical Mechanic Ivor Hutchinson tests a sub-assembly on the test set.

AMONG OURSELVES . .

Around the world in 106 days

The concluding V.R.I. lecture for this season will be given by Mr. E.H. Brownbill, Chairman of Commissioners. In the form of an illustrated talk titled *Around the World in* 106 *Days*, it will be presented in the V.R.I. ballroom, Flinders Street, on Wednesday, October 23 at 8.15 p.m.

Mr. Brownbill will give his impressions of the many countries visited during his recent overseas mission. Coloured slides of the countries will be shown.

At the conclusion, supper will be served. Free rail passes for off duty country railway staff who wish to attend are available from the General Secretary, V.R.I. Flinders Street.

Telephone romance

These days, Cupid uses the telephone as well as his bow and arrow. to judge by the recent marriage of Mr. and Mrs. F. Gaul, both of the Traffic Branch.

Mrs. Gaul, who is now a typiste, was a clerical assistant in the Staff Office, and Mr. Gaul is a Safe Working Instructor at the Institute.

As a clerical assistant, one of Mrs. Gaul's duties necessitated her regularly ringing him. A friendship developed, but it was about 12 months before they actually met. In July they were married at the Preston Methodist Church. Mrs. Gaul is fond of travelling and has not only seen a good deal of Central Australia Darwin and Queensland but also recorded it on 35 m.m. colour slides.

Thanks

Mrs. E. M. Pearson, widow of the late Mr. J. C. Pearson, ganger at Laurens Street, thanks all the many railway men and women who tendered their expressions of sympathy in her bereavement.

Now it's plovers

A while ago, *News Letter* drew attention to some unauthorized tracks that wallabies had made over railway land along the Mirboo North line. Since then, Ganger D. Briggs of Nandaly has sent in to *News Letter* a photograph showing a plover's nest, containing four eggs, that he found between rails while patrolling the line near his headquarters. Unfortunately the photograph could not be satisfactorily reproduced. Anyhow, the whole business looks as though a certain contempt for Estate Office procedure in the matter of leases, licences, easements and so on is spreading in the world of fur and feather.

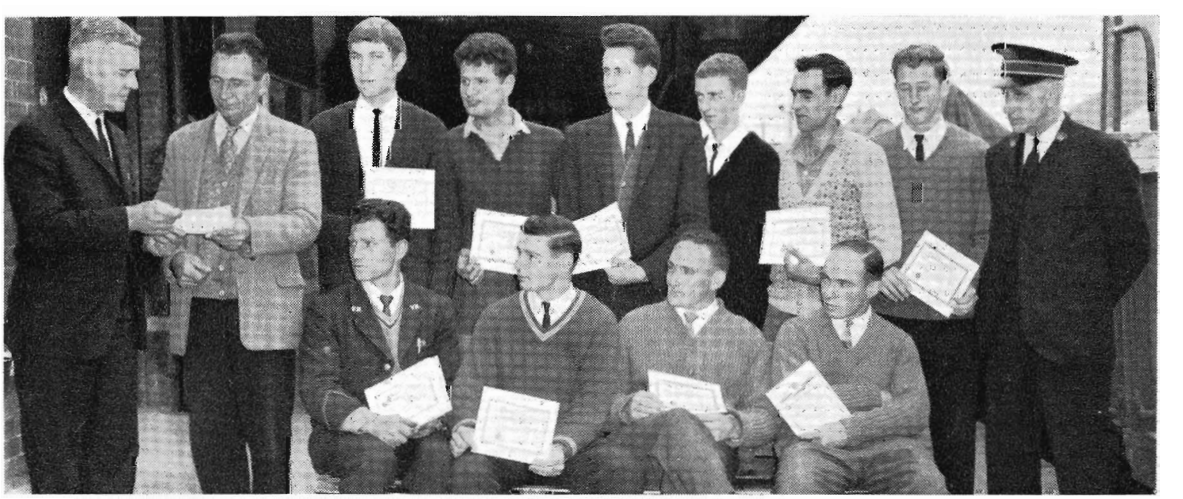
Much travelled

News Letter recently received one of those N.S.W. Railways envelopes that have space to record the various addresses on the face. This one was first sent to Lidcombe, then Taree, both in N.S.W. Next it went to Queensland, going in turn to Giru, Townsville, Richmond and a couple of indecipherable stations. Then it crossed the border again with correspondence to South Grafton. Continuing southwards, it arrived at Frankston (Vic.) and, finally, reached Terminal and Eastern Accounts, Flinders Street. With that mileage, it certainly earned its cost.

Ballarat baseballer

Ballarat was one of the founders of the Victorian Provincial Baseball League, in which quite a good number of railwaymen play. One of them, John Piddlesden, a car builder at Ballarat North Workshops, has done very well during the last two seasons. Last year he played with the Ballarat major team in the championships that were held in Geelong. This year he was again selected to play at Bendigo. On his performance there he was selected for the Victorian All Star Team. John plays with the Rovers at Ballarat and his pitching helped them to the premiership last year. The team is also in a good position this season.

Wangaratta First Aid



Eleven of the Wangaratta Staff who recently were presented with first aid certificates and bronze medallions by Mr. R. H. Arthur, District Superinendent, Seymour (left). Shown accepting his certificate from Mr Arthur is Mr. A. Vyner who has passed his nineteenth first aid examination. Mr. Vyner, an instructor for 12 years, estimates he has trained about 120 during that time. From left, seated, are Messrs. G. Notarianni, R. Knight, L. Johnstone, H. Handley; standing are N. Phipps, A. Losi, A. Toohey, D. Connolly, A. Quonoey. R. Thompson. At right is Stationmaster F. A. Searl. Another winner, Mr, E. Drevor, could not attend the ceremony. (*Le Dawn* photograph).

Commendation

IN a letter to the Secretary, the State Electricity Commission expressed appreciation of the vigilance exercised by Mr. A. J. Capper, Stationmaster at Box Hill. Mr. Capper's action led to the conviction of two men for the theft of briquettes from the Commission's Box Hill Depot.

Four times Mayor

WHEN Mr. C. T. Sambell, Assistant Stationmaster of Parkdale, was recently elected Mayor of Mordialloc, it was the fourth occasion that he had received that honour during his 20 years as a Councillor. He had been elected Mayor in 1950, 1953 and 1959. In addition, Mr. Sambell has many other civic activities that fully occupy his leisure time ; he is chairman of directors of the Mordialloc District Co-operative Housing Societies ; serves on the Mordialloc Cheltenham District Hospital committee of management ; is one of the trustees of the Parkdale Central Life Saving Club ; and an Honorary Life Member of the local Sailing Club. And for 31 years he has been living in the same street at Parkdale.

Track prizes

PRIZE money for the track competitions for the Best Kept Lengths for year ending 30.6.63 was shared by 236 members of track gangs.

Prizes up to £20, £11 and £6 were awarded to members of gangs that finished first, second, and third, respectively, in each district. In the Most Improved section the maximum individual prize was £11. Winners' names were published in *Weekly Notice* of September 10.

In calculating the amount of prize money to be awarded to each member of a gang, the Commissioners have approved of an employee being absent due to illness or injury, for periods aggregating one month in the year, before a reduction is made in his prize money.

Speed Limit 20

A book on the Victorian Railways narrow gauge branch lines will be issued this month. Titled *Speed Limit* 20, and written by Mr. Edward A. Downs, it is published by the Australian Railway Historical Society, Victorian Division, 77 Gamon Street. Yarraville, W. 13. Containing 132 pages and illustrated it is priced at 40/- net.

LINES FROM THE LIBRARIAN

"FRANKLY there are too many books on our shelves" says V.R.I. Librarian John Bangsund "and I don't mean we've been buying too many."

They shouldn't be on our shelves . . . . but in your hands . . . . or on your desk . . . . or beside your bed.

Last year there were fewer books borrowed from the Library than in any year since 1925. Do you know that we select books for you and send them to your nearest station, free of charge, if you don't feel like coming up to the Library.

* * * *

The achievements and significance of many a great man have been obscured by the wrong-headed enthusiasm of the lesser men who have followed him. A great Australian who has suffered from this kind of treatment is Henry Lawson. Lovers of literature are often repelled by the aura of sentimental, narrow-minded patriotism that surrounds his name. Admittedly he had his weak moments—particularly in his poems—but his work as a whole compares favourably with many better-known writers. Like Chekhov, Hardy, or Mark Twain, he wrote in a humorous vein ; but scratch the comedy and you will find tragedy beneath it. His insight into human nature, and his perception of the Australian character, is profound—and his literary craftsmanship is of the first order.

In the Library you will find all the stories and poems of Lawson, and two recent studies of his life and work. *Henry Lawson : the Great Dreamer* by Denton Prout is a full-scale biography which presents an enlightened view of the man's tragic life, his ideals, his failures and achievements. *Henry Lawson* is an excellent short survey by Stephen Murray-Smith, editor of the Australian literary magazine *Overland*.

* * * *

November 9–16 is Australian Book week. During that week a wide range of new Australian books will be on display at the V.R.I. Library. All *News Letter* readers, whether Institute members or not, are invited to call or write for a free copy of the illustrated Australian Book Catalogue. Apply to the Librarian, on the third floor, Flinders Street Station Buildings, (auto. 1574).

RECENT RETIREMENTS . . .

ROLLING STOCK BRANCH

Thompson C. S., Newport
Daw E. D., Jolimont
Ferguson A. J., Newport
Freeman A. T., Newport
Ryan D. W., Newport
Byron, H. W., South Dynon
Adkins, A. R., South Dynon
Bewley, J. W., E. R. Depot
Palmer, J. W., South Dynon
Hawkes, K., Newport
Bell, H. C., Newport
Carter, F. L., Newport
Henderson, T., Newport
Hickson, D. I., Jolimont
Nichols, T. G., Jolimont
Atkinson, G. T., Newport
Skidmore, G. A., Bendigo
Valli, V. L., Bendigo North
Nieman, W. E., Bendigo North
Mirabito, S., Jolimont
Ansell, G. F. S., Newport
Quayle, P. H., Benalla
Triplett, D., Newport
Clarke, N. V., Newport
Moshoudis, A., Jolimont

TRAFFIC BRANCH

Bryant, L. J., Newmarket
Ryan, G. L. J., Mordialloc
Dwyer, W. J., Bendigo
Guest, F., Kerang
Luke, A. E., Ballarat
Weber. A. V. N., C/- Tkt. Checking Division
Wilson, Mrs. H. B., Ballarat
Twomey, L., Melbourne Goods
Farrell, G. R., Marong
Smith, Mrs. D., Hawthorn

WAY AND WORKS BRANCH

Bromilow, A. E., Head Office
Smith, S. G., Spotswood
McDonald, G. H., Flinders Street
Murphy, G., Caulfield
Ferguson, K. J., Seymour
McIntosh, E., T'wks. North Melbourne
Carew, C. H., Bendigo
Colley, A. L. B., Warragul
McGary, H., Head Office
Carter, J. J., North Melbourne
Lee, T. A., S. & T. North Melbourne
Tavendale, D., Benalla
Smith, L. W., Sale

STORES BRANCH

Thomson, H. J., Laurens Street Depot
Pidoto, J. V., Spotswood General Storehouse

REFRESHMENT SERVICES BRANCH

Williams, R. J., Bookstalls Flinders Street

AND DEATHS . . .

ROLLING STOCK BRANCH

Burt, R. A., Bendigo North
Manison, H., South Dynon

TRAFFIC BRANCH

Woodman, H., Melbourne Goods
Page, J. C. R., Glenthompson

WAY AND WORKS BRANCH

Sekerko, F., Spotswood Workshops
Pearson, J. C., Laurens Street
Putt, E. T., Benalla

Sport

Country Golf Week

Once again indicating the growing popularity of golf, a record 153 players (98 country and 55 metropolitan) took part in this season's Country Golf Week at Rossdale course, Aspendale.

At the official luncheon on opening day, chaired by Mr. C. Hunter (Vice President Sports Committee V.R.I.) the players were welcomed by Mr. E. H. Brownbill (Chairman of Commissioners) and Mr. L. A. Reynolds (Senior Vice-President, V.R.I.). The trophies were presented by Mr. G. F. Brown (Deputy Chairman of Commissioners) at a dinner held at the conclusion of play on the final day.

Team entries were received from Geelong (3) Shepparton (2), Yea, Wycheproof, Benalla, Wimmera, Bendigo, Maryborough, Korumburra, Ballarat and Traralgon - 14 in all.

Benalla repeated their 1962 success, proving far too strong for Korumburra in the final, and winning 5—0. The same five players who represented Benalla last year — I. Dawkins (Capt.), J. Manning, S. Green, W. Tavendale, and J. Kelly — again took out this year's championship.

The State Open Championship proved a triumph for the young Geelong player, A. Clohesy, who although trailing at the end of 18 holes, played strong attacking golf in deteriorating weather conditions over the final nine to record a convincing win with a score of 125 for the 27 hole event.

The Country Open and the Country Railways Championships—played in conjunction—were won by R. Poulter, of Bendigo, with a score of 84 for 19 holes. The Country Minor Championship (for players with handicaps 14 and over) was won by A. Jack also of Bendigo, who returned a score of 91 for the 18 holes.

The winner of the Jim Barker Memorial Trophy (an 18-hole handicap event) was I. Werner of Dimboola with a net 69. Minor trophy winners were: E. Bush, Shepparton; R. Darcy, Geelong; C. Hovey, Geelong; R. F. Dillon, Meredith; I. Werner, Dimboola.

Among the metropolitan players the following were trophy winners: E. J. Crotty, E. J. Williamson, L. Winnett, M. Harris, R. Vendy, and T. Hoffman.

Members of the winning golf team, Benalla: (*From left*) **J. Kelly, W. Tavendale, I. Dawkins (Capt.), J. Manning. S. Green.**

Cricket

The annual meeting of the V.R. Cricket Association was held at the Institute last month when delegates from the affiliated clubs indicated their satisfaction in the administration of the Association's affairs by re-electing the president and Secretary (Messrs. L. Bennett and W. Crowe) unopposed. Nominations were received from Loco, Suburban Lines, Stores, Melbourne Yard, Codon, and Spotswood.

It was also anticipated that teams from Newport and Jolimont Workshops would be entered. A life membership was conferred on V.R.I. Councillor Mr. D. O'Donnell for the many years of service given to the Association.

Men's Basketball

Two teams were entered in the Business Houses Association Winter Competition—the No. 1 team in B 2 grade and the No. 2 team in E. 2 grade. After the good season of 1962, it was expected that both teams would play in the finals of their respective grades. Unfortunately, due to stronger opposition, injuries, and some very close defeats, both sides finished well down the list. It is interesting to note that of the 18 games played in the B. 2 grade at least five were lost by a margin of 6 points or less.

Two teams have been nominated in the Business Houses Summer Competition and, with the recruiting of some new players plus the return of some of the tall timber to the sides, it is confidently expected that a much better showing will be made this season.

Juniors v Seniors

THE fair sized crowd that turned up at North Williamstown last month for a social football match between the junior (up to 21 years old) and senior (21-35 years) Way and Works Branch metropolitan staff saw a close finish. At half time the Juniors were 8-4 to the Senior's 4-10. Then, after some positional changes the Seniors scored steadily and finished one point ahead of their opponents. Final scores were : Seniors 9-18, Juniors 10-11.

Players and officials of Newport Workshops football team—winners of the Commissioners' Cup for five of the six years the team has been in the V.R.I. League.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Melbourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 3566—63

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER

VR

1963

THE MONTH'S REVIEW

S.O.P. for Wangaratta and Benalla

BEGINNING on Sunday, December 1, Wangaratta and Benalla—the two largest Victorian towns on the standard gauge line—will be served by *Spirit of Progress*. Raising the speed limit on the comparatively new track has made the inclusion of these two stops possible without any alteration to the present arrival and departure times of the train either in Sydney or Melbourne.

Helps motorists

A new type of boom barrier—the first of its kind in Australia—was installed last month at Riversdale Road, near Riversdale station. The new barrier, which replaced wooden gates, allowed the road space to be widened from 29 ft. to 45 ft. thus taking a greater volume of road traffic and reducing traffic congestion at the crossing.

The barrier has four 27 ft. long arms—two on each side of the road. As the arms rise upwards, 6 ft. of the tips turn downwards to clear the overhead tramway wires. The arms are powered by electric motors controlled by the signalman at Riversdale station.

This barrier is the 38th, including all other types, to be installed in Victoria. In addition, there are 168 flashing lights and 8 wig-wag signals at other level crossings in the State.

Standard gauge record

A new weekly freight record was established over the standard gauge line during the seven days from September 22 to 28 when 60,146 tons of freight were carried to and from New South Wales and Queensland. It was hauled in 62 trains that had a total of 1,481 bogie rail wagons. Twenty of these trains ran on the one day—Thursday 26th.

Tours of Dynon

TO familiarize businessmen and other prospective customers of the Department with the latest trends in rail transport, regular bus tours of the Dynon freight area began on October 24. They will also be of educational advantage to groups of scholars.

Tours are made on Friday mornings, but will not take place during December and January. The parties—of up to 30 persons—travel by bus from Spencer Street, and the complete tour takes about 1½ hours.

Among the interesting features of the terminal, that are described during the tour by a conducting officer from the Department, are the handling of freight by mobile mechanical cranes and forklift loaders; the quick transfer between rail and road of *Rail-Pak* containers by huge travelling cranes ; and the operation of the *Flexi-Van* system.

Tours for businessmen and school groups can be arranged by contacting Mr. Agnew of the Public Relations and Betterment Board, Railway Administrative Offices, Spencer Street. Letters of invitation to the tours have been sent to business organizations throughout the metropolitan area.

30/- for train meal

OF interest during the occasional criticism of meal costs on trains, is the letter from a *News Letter* reader, Mr. W. P. Toomey, who writes :

" People who consider meal prices on Victorian trains to be high, might be interested to hear that on a recent trip on the Simplon Express from Rome to Paris I was charged 30/- for a very ordinary three-course meal in which there was no choice whatever ! "

Free transport

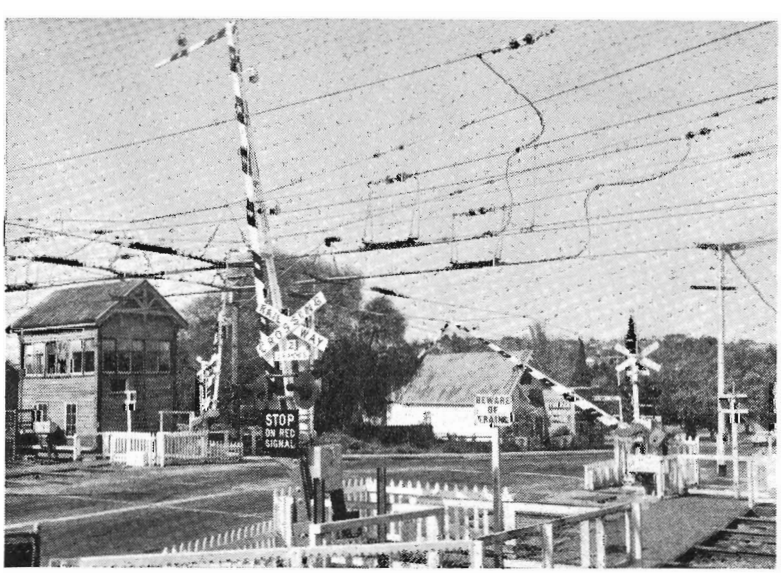
"WE must not dismiss too abruptly the suggestion of a civic official in Toronto, Canada, that it might be cheaper to carry people free on public transport than to provide the enormously expensive freeways and other fancy roads being demanded.

" He may have put the idea in an extreme form. But, in principle, its logic deserves some thought. It may become necessary here, too, to provide inducements to bring people back to public transport.

" It is easy to cite figures showing, on paper, the accumulated losses of railways and tramways. But where are the figures to prove that, in orthodox commercial terms, roads 'pay' ?

" We might have to come round to considering public transport not as profitable or unprofitable by the old standards, but to measure its worth by the test of overall public need ". *Geoffrey Tebbutt* (*Herald* 19.10.63).

Jack-Knife Arms



Known in U.S.A. as the barrier with " jack-knife arms '', this picture shows the first such barrier to be installed in Australia, in operation. It is at Riversdale Road. The tips of the arms have turned down to clear the tramway wires. See story above.

FRONT COVER

Working on what will be the longest passenger vehicle ever built at Newport Workshops, Car Painter H. McQuillan is sanding down the exterior prior to spray painting with surfacer. A twinette sleeping carriage, 75 ft. long, it will be included, as required, in the make-up of *Spirit of Progress* on the Melbourne–Sydney and/or Melbourne–Canberra services.

NEW UNIFORMS

THE Commissioners have approved of the introduction of a new uniform of lighter weight material for staff who at present receive uniforms of 20 oz. serge. At the time of issue, staff will also receive two blue, collar attached shirts, with two flap and button pockets, with the V.R. emblem over each pocket.

Initially, the issue of the new uniforms and shirts will be restricted to Electric Train Drivers and Suburban Guards until existing stocks of 20 oz. serge are exhausted.

When normal replacement of the present uniform is due, a two-piece uniform made from the new material will be issued. The colour will be the same as that of the present uniform, but trousers will be modernised by the provision of fob, hip and side pockets and belt loops.

The minimum replacement period for new coats will be 18 months and for trousers 12 months.

For the shirts, the minimum replacement period will be 12 months. In order to achieve this, privately owned shirts may be worn or, if they so desire, employees issued the new uniform may buy up to two additional uniform shirts a year from the Clothing Depot.

The issue of drill tunics to the staff concerned will be discontinued.

As the result of the adoption of this uniform, during the months November to March, inclusive, employees wearing the new uniform trousers and shirt may remove their uniform coats while on duty, provided they are not wearing braces.

In winter, employees will be permitted to wear, in place of vests previously issued, cardigans or pullovers of dark grey, dark blue, dark brown or dark green colour under their uniform coats.

A photograph will be published in *News Letter* when the first new uniform becomes available.

SUNDAY TRAINS POSTER

With its message to "get out in the sun", this V.R. poster, which is one of the latest to go up in the suburban area, emphasizes the attractive features of Sunday country trains.

RESO AND SOIL CONSERVATION

THIS month, there is a Reso tour of Gippsland. Reso tours were originated by the Victorian Railways Commissioners of 1922 and designed to give men of commerce and those engaged in primary and secondary industries an appreciation of Australia's great natural resources.

In Victoria a special train is used—the Victorian National Resources Development Train—and its telegraphic code address is *Reso*, formed from the first four letters of the word "resources".

Those who have taken part in a Reso tour are eligible to join a friendly social group known as the Brotherhood of Resonians.

That a Reso tour gives an appreciation of the value of natural resources can be seen from the fact that the first move towards soil conservation sprang from the efforts of the Brotherhood of Resonians.

The secretary of the Brotherhood (Mr. A. J. Petrie, Member, Public Relations and Betterment Board) recalled this fact in the light of last month's meeting in Melbourne of Government soil conservation experts from three States and the Commonwealth.

In 1935/36, said Mr. Petrie, the Committee of the Brotherhood endeavoured to check on reports of the enormous damage that had occurred from soil erosion. A letter was sent to each municipality asking for information, and the replies received indicated widespread and extending damage that was causing grave concern to land holders and municipal authorities.

Pamphlets were obtained from the Bureau of Chemicals and Soils, Washington, U.S.A. One was reprinted and copies distributed to members of the Brotherhood.

Although various Victorian Departments had the matter of soil erosion under notice, no definite collective action had been taken to combat the menace.

On July 29, 1936, a deputation from the Brotherhood of Resonians submitted to Mr. F. E. Old, Acting Premier and Minister of Water Supply, that the Brotherhood considered soil erosion to be the greatest and most pressing of all the internal national problems in Australia, and that it could only be efficiently dealt with by the creation of a National Soil Erosion Bureau.

It was urged that this Bureau be composed of the most highly qualified experts of the States and Commonwealth devoting their whole time to investigate the position in Australia and to recommend the measures necessary in this country to repair, as far as possible, the damage done and the prevention of its continuance.

The Brotherhood also stated that it considered the subject so important that it should be discussed by the next Premiers' Conference with a view to definite action being taken.

Mr. Old said that he agreed that the matter should be referred to the Premiers' Conference and he undertook to tell the Premier of the request.

Following this, a Soil Erosion Committee was appointed by the Government to make a survey of the position.

Thus, the Brotherhood of Resonians was the first organization to create a public opinion on soil erosion and conservation.

Following his recent overseas visit, Mr. E. H. Brownbill, Chairman of Commissioners, continues his survey of railway developments with his impressions of some

EUROPEAN RAILWAY SYSTEMS

Russia

THE journey from New Delhi to Moscow by a Russian jet-propelled plane took a little under 11 hours. During our trip we were forbidden to take photographs once the plane had crossed into Russian territory.

On our arrival we were met by officials of the Russian Ministry of Railways and a member of the Australian Embassy and escorted to our 29-storey hotel.

We found that meals were far less rushed in Moscow than they were in any other part of the world. In fact, it sometimes took us two hours to obtain lunch or dinner.

The language problem although we had the use of an interpreter for a number of hours each day, was the worst we had found.

The Russian railway officials were very courteous, but much of our conversation went through an interpreter which naturally slowed down our discussions with them on the latest railway operations and developments.

We were informed that the length of their network is in excess of 79,000 miles (V.R. 4,290), with a staff of 3,000,000 (V.R. 30,000). The number of passengers carried by the U.S.S.R. railways in 1962 exceeded two thousand million.

The railways in Russia—as in most countries—are being modernized. It is proposed that by 1965 over 62,500 miles of their network will be served by electric or diesel traction. The existing length of electrified lines totals 11,250 miles. Some of them are the longest in the world ; the Moscow–Lake Baikal line 3,437 miles, and the Leningrad–Leninakan 2,187 miles long.

We visited the Moscow Technological Museum and saw models of their heavy duty wagons and electric locomotives of 4,000, 6,000 and 8,000 h.p.

Their trains run regularly at 75 m.p.h. and timetables were being prepared for speeds up to 100 m.p.h. Like the Japanese Railways, the ballast for their tracks is much larger than ours. Rails of up to 150 lb. per yard were being used for their heavily loaded lines.

Woman President

The population of Moscow is six million and is served by a fast and efficient underground railway system.

Entrance to an Underground station, Moscow.

The Moscow Underground, or *Metro*, is under the control of a woman President who rose from the grade of an electric train driver to her present position, and holds a Diploma of Mechanical Engineering. There are seven major underground lines criss-crossing the city, and they are linked by a circle underground. The service operates from 6 a.m. to 12.30 a.m. with either four or seven-car trains. On the " circle " line five-car trains are used. During the peak periods 240 trains are in running at a minimum headway of 1½ minutes.

Approximately 3,500,000 passengers travel on the *Metro* daily, and by 1980 it is planned to abolish most of their bus and tram routes and have a total of 500 miles of railway operating.

For the " novice " commuter there is a push-button indicator at some stations showing the quickest means of travelling to your destination on the *Metro*. This information changes automatically according to the timetable variations during the day.

Electric eye on barrier

In Moscow, as in Tokyo, an electric eye machine has solved the problem of manning barriers at the main stations. A flat rate is charged on the underground, and as the coin is inserted in the slot on the barrier gate the passenger is allowed to pass through. However, if an attempt is made to evade payment, the electric eye apparatus closes the barrier and prevents entry to the platforms. A number of staff are employed to supervise these barriers.

We were informed that 7,000,000 passengers per kilometre per annum must be carried for the Moscow underground to operate economically. The number actually carried is 13,000,000 per kilometre per annum.

The majority of their underground stations are very ornate, being finished in magnificent marble. The cost if built today would be enormous. However, their latest stations are of the conventional style—less ornate but nevertheless serving the needs of the travelling public efficiently.

No smoking

One thing which impressed us in Moscow was the cleanliness of the stations and interiors of trains. This is due to the prohibition of smoking in their underground trains and stations, and the instilling of civic pride in the Russian people.

We travelled from Moscow to Leningrad on one of their main expresses—the *Red Arrow*—which had sleepers very similar to those of the twinettes on our *Overland*, *Southern Aurora* and *Spirit of Progress*. There were showers with provision for hot and cold water, but, unfortunately, there was neither hot water nor towels.

Leningrad, with a population of 3,000,000, is built on 101 islands with 400 bridges providing connexions, and it is regarded as the northern Venice.

The Leningrad city underground was opened in 1955 and consists of ten stations approximately one mile apart. These stations were apparently built to outclass those in Moscow, and they certainly do. They are works of art, very efficient, and as clean as those of the capital.

The Leningrad underground handles 450,000 passengers each day, and when further extensions are made and the existing trams are scrapped, the authorities expect to carry 800,000 passengers daily. The average train speed on the underground is 25 m.p.h. with a maximum speed of 44 m.p.h. The tracks, laid on concrete and rubber, carry trains consisting of four cars with each car axle powered.

Like Moscow, Leningrad is amazingly clean, and we considered it was better served with gardens and had wider streets than Melbourne. Here, because so many live in flats or apartments, the populace make great use of their beautiful gardens and parks at night. It was quite common to see crowds strolling and sitting in them during the summer evenings when we were there.

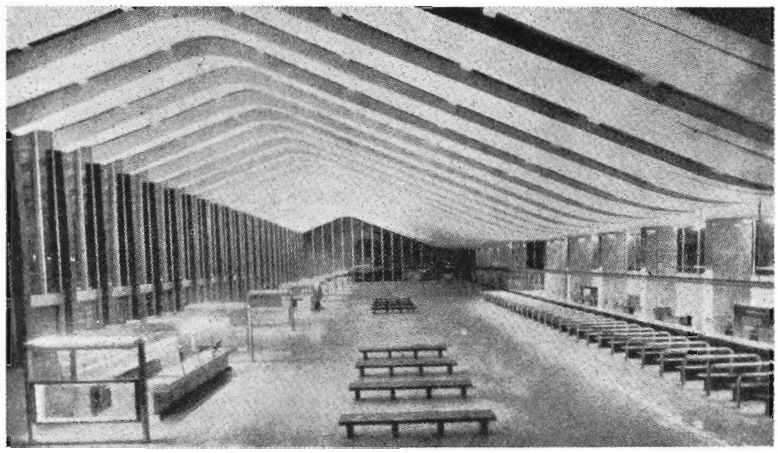
Honesty system

One of the many things which remain in our memories was the honesty of the Russian people. We travelled on a bus and entered through a doorway situated half-way along the bus which was manned only by the driver. The passenger places a coin in the slot and receives a roll of tickets for the journey. There is no conductor, and the purchase of tickets is solely on the honesty system. We were told that nobody would think of travelling on the bus without paying. (Possibly the consequences are very severe.) I am quite sure our Tramways Board would not approve of a similar scheme for Melbourne.

Another recollection was of a youth about 16 years of age waving down a motorist, with a red flag. We were told that the lad was from a youth organization whose members spent their spare time reporting motorists for committing some breach of the traffic laws. We shuddered to think of the number of motorists who would be flagged down if a similar set-up were introduced in Melbourne.

Among the many items of interest seen in Russia were—

- Night soccer match at Moscow Stadium which has an alleged capacity of 100,000, (to us it looked much smaller than the M.C.G.) ;
- Queues of thousands waiting daily to pass by Lenin's tomb ;
- Restoration work to the Czar's Summer Palace and many other pre-revolution buildings ;
- Female street cleaners, road makers and tram drivers ;
- Absence of private road vehicles and advertising signs.



The Ticket Hall at the new Rome Terminal station.

Italy

One of the most impressive stations in the world is the Rome terminal station. Commenced in 1938, it was not completed, because of World War II, until the early 1950's. Covering a huge area, the station has a shopping arcade that equals many of our suburban shopping centres. Finished in marble and glass the station is one of the highlights of the European tour.

During a visit to the Foligno Italian Railway workshops we were shown workmen's flats that were presented by the city authorities to the railways to encourage the establishment of the workshops. This is indeed a practical method of assisting the railways in decentralization.

Statistics of the Italian Railways show that they have 11,000 miles of track ; 110 million passenger train miles (V.R. 13 million) ; 48 million goods train miles (V.R. 6 million), and employ 170,000.

The underground system at present under construction in Milan (population 1½ million) has many points which we may include for Melbourne's proposed line. The first portion of their system will be of 8 miles followed by a 4-mile branch line. The excavation is of the open cut method with the depth at only about 30ft. Trains will be of 6 cars and operated at 1½ minute headway, at an average speed (including stops) of 22 m.p.h. On a test run on one of their trains we found the acceleration and deceleration of 1.7 yards per second much too high, having the effect of sliding you along the seat or upsetting your balance if standing ; they agree it will probably have to be reduced.

Switzerland

This country of 15,986 square miles and a population of 5½ million is a railway executive's dream.

Situated in the centre of high density traffic between the most industrialized countries in Europe, its railway system is in the happy position of carrying about 38 million tons of goods annually—equal to a 110% load factor.

The Swiss Federal Railways are expanding their rolling stock, locomotives, and track facilities as quickly

as possible to handle the ever increasing amount of " through " traffic.

Their Federal Railways consist of 1,809 route miles and have 40,000 employees. In addition, there are approximately 170 private railway companies with route mileages totalling 1,773. These private companies have opened up many of the Swiss mountain areas and form an admirable complement to the Federal Railways network.

The Federal Railways are at present building a new station in Berne which is expected to be finished in 1968 at a cost of £10 million.

Switzerland, having no natural fuel resources such as oil or coal, and being ideally situated in mountainous country for hydro-electric power, turned generally to electric-powered locomotives in 1913.

Today, Swiss main-line electrification has made tremendous advances, and Switzerland is in the forefront of the world's railways in this development.

With the replacement of steam by electricity on their system, the second man or fireman became superfluous. Today, about 96% of their trains are operated by only one man on the locomotive.

Naturally, signalling and safe-working equipment on locomotives and at stations has been provided to enable trains to be stopped automatically if the driver fails to stop at a danger signal or omits to operate his controls from time to time.

Having achieved the additional safety, a second man is placed on the locomotive only for training purposes.

During our visit to Zurich we were impressed with the modern machine tools installed in their railway workshops.

Cars never washed

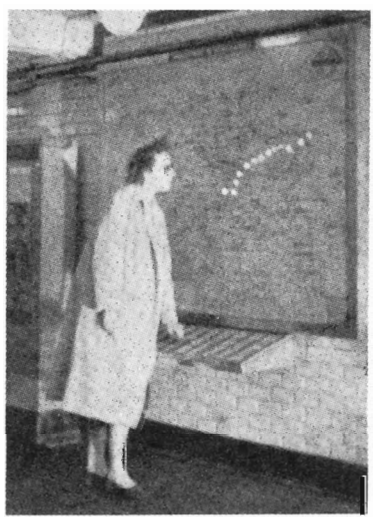
We were told that their wooden passenger cars were never washed, and they alleged that the paintwork lasts 20 to 30 years. However, for comparison purposes, the modern Trans Europe Express is serviced daily at Zurich, which includes washing the exterior of each car, and the paintwork is only expected to last five years.

The Swiss Federal Railways have a wagon which can carry loads of up to 270 tons. Actually it consists of two parts, with the load hanging freely and low above the rails instead of being placed in the wagon. The empty weight of the two parts of this wagon is 98 tons and the wagon length may be extended to a maximum of 141 feet. In order not to overtax the rails, the wagon is fitted with 36 wheels. There is no other wagon of this size in Europe and the Swiss Federal Railways lend it, on occasion, to neighbouring countries.

France

Our visit to France was confined to looking at their *Metro* underground, and freight handling facilities of the French National Railways.

The *Metro*, built in 1900, has been extended from the original 6 miles to the present 14 lines totalling 118 miles. The passengers carried anually exceed 1,159 million.



Illuminated guide, Paris Underground

The authorities are experimenting with automatic train control (driverless trains) but as yet have not reached the standard attained in Japan.

The *Metro* is very efficient, and on one occasion when I was endeavouring to return from one side of Paris to the other to catch the boat train for Calais, the only certain way of reaching my destination on time was to catch the *Metro*.

The underground train service operates from 5.30 a.m. until about 1.15 a.m. the following day. The fare is the same whatever the distance travelled. Books of tickets (similar to those once sold on our Melbourne trams) are for sale to the public and are not only economical but reduce the daily congestion at booking windows.

During our journeys on the *Metro* I was allowed to drive one of their trains. They apparently were apprehensive of my driving ability, as one of their officials was holding on to a fuse plug ready to pull it out in case I was in difficulties. However, this precaution was not required as the journey went without mishap.

The operation of all public transport in Paris is under the control of what is commonly known as R.A.T.P. This organization is similar to that of London Transport. The authorities of these two major cities of the world have found that, in order to economically develop public transport and provide adequate services, all forms of public transport must be controlled and co-ordinated by a single body to avoid wasteful duplication and competition.

4,000 wagons daily

During our short time with the French National Railways we were shown over one of their largest marshalling yards, situated at Villeneuve, about six miles south of Paris. As with similar yards in North America, the size is at first staggering. The yard comprises 160 miles of track, is staffed by over 600, and can handle over 4,000 wagons per day.

Containers and piggyback are much used in France and in many cases not only do private firms own the containers but they also own the wagons, with the railways providing only the yard facilities and haulage.

One new piggyback method, named the *Kangaroo technique*, caught our attention. The detachable trailer is driven on to a flat-top wagon and the wheels of the trailer drop into a well, leaving the trailer body sitting flush on the wagon.

The specially fitted trailers have one of our animals—the kangaroo—as their distinctive emblem.

The French freight rate structure is most unusual. There is no common schedule of rates according to the mileage from one station to another. Instead, each station has a rate book, peculiar to that station, showing the rates to every station in France. These rates have been calculated not only on distance, but also on the type of motive power used in the haul, the terrain traversed, and the carrying capacity of the line. This system was introduced in October, 1962, after it had taken the authorities eight years, with the use of computers, to compile the new rate books.

PAMPHLET HOLDER FOR STATIONS

AFTER experimenting with a number of prototypes at selected suburban stations over the last few years, the Department has evolved a pamphlet holder that appears to offer reasonably good resistance to vandalism, and also provides a most effective distributor for this kind of printed publicity.

At the same time the Department has been changing its format of pamphlets to the internationally used narrower style. By adopting a size 8½" deep x 3½" wide, it is possible to get the most economical use of paper for one, two or three-fold productions.

While pamphlets do an excellent selling job in providing potential customers with a comprehensive cover of the features available in the various services we provide, they have little value unless they are in the hands of the public. To achieve an effective distribution, the design of pamphlet holders was put in hand.

During the tests it was noticed that pamphlets with wide public appeal - such as Royal Show train services - were taken far more rapidly than those of more restricted interest, such as parcels rates. This established an important point, namely – that people did not take pamphlets just because they were available for the taking. This means that the pamphlet holders provide a waste-free, economical means of distribution.

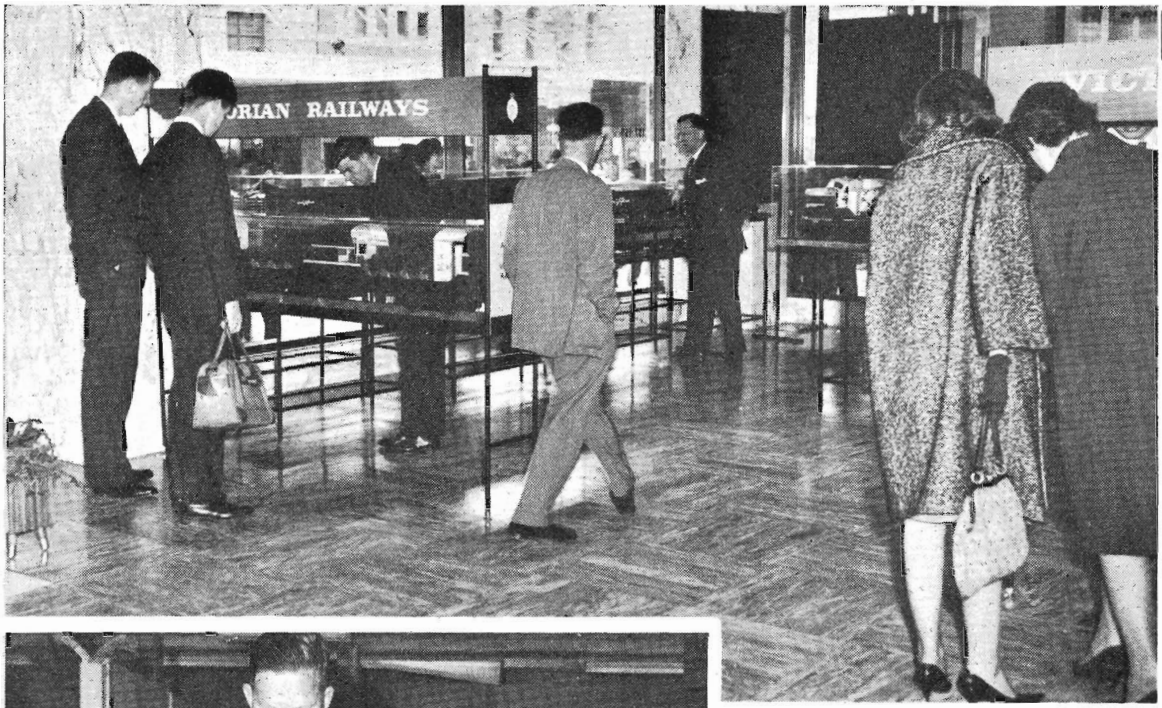
The holders will be progressively installed at all suburban stations and 50 major country stations. Stationmasters are expected to replenish supplies of pamphlets according to local demand and to co-incide, where possible, with current advertising.

Evolution of the holder *(at right)* :

The prototype, in clear plastic, at the top, gave excellent visibility, but attracted "souvenir hunters" and was too costly ; it is, however, suitable for counter display in special locations.

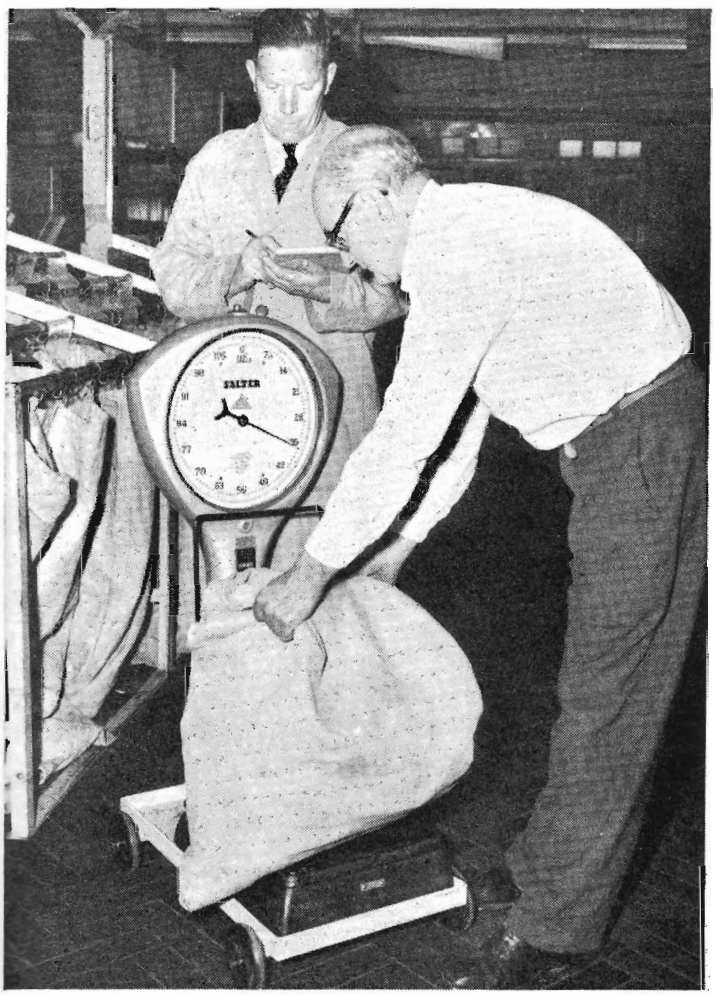
The three in the centre, made from different gauges of spring wire, became brittle at the joints, as fingers of small rail users flexed them.

The two lower holders, made from sheet steel, are satisfactory. That at the right was finally adopted ; the steel has been cut away from its sides and bottom to give better display to pamphlets and prevent dust accumulating.

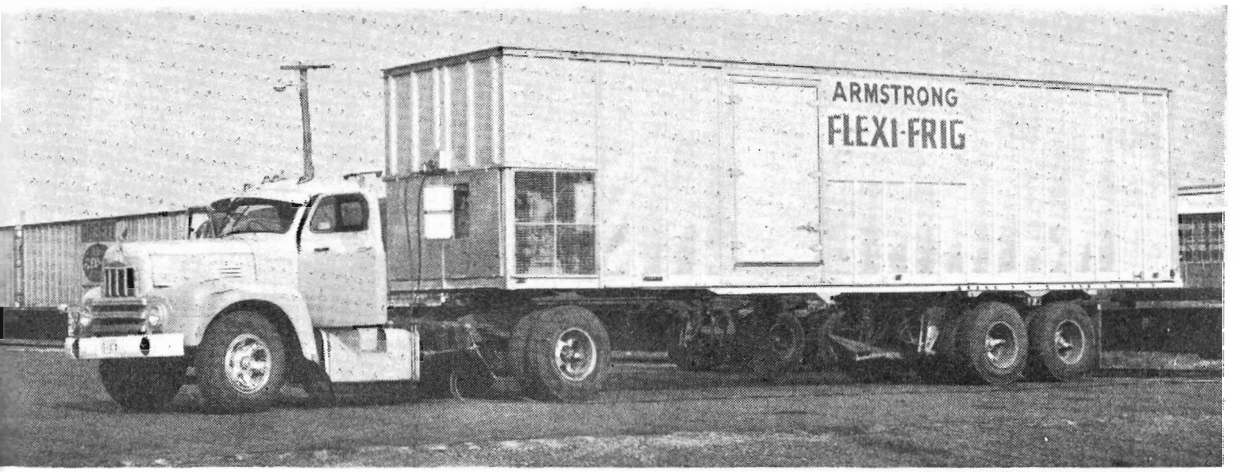


MODELS of carrriages, vans, wagons and locomotives drew interested crowds to this display, last month, at the State Savings Bank, Elizabeth Street. Fourteen of the models were the Department's 1/12th scale ones: five, of HO gauge, were lent by the Institute of Applied Science, Swanston Street.

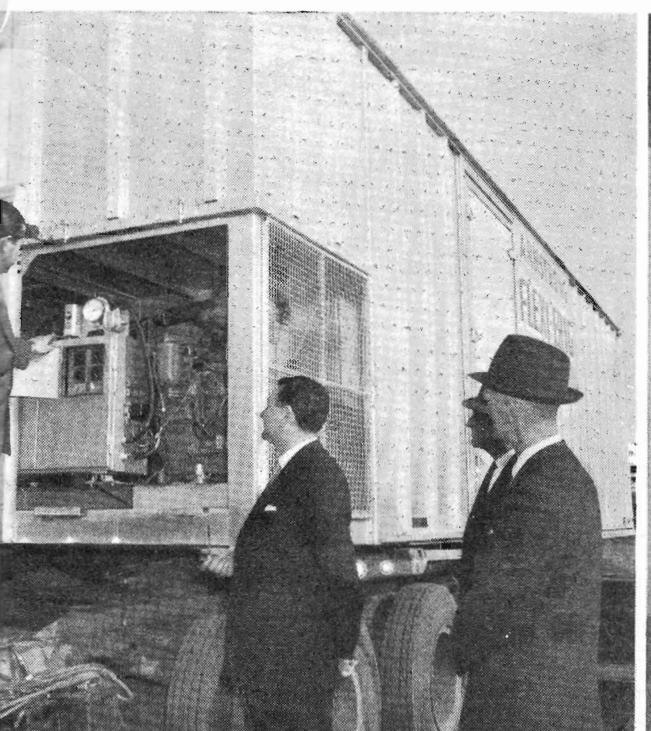
AROUND THE SYSTEM



WEIGHING OF MAILS: Last month the biennial weighing of mails was completed. For a month, all the mail carried by the Department was weighed by railway employees in the presence of postal employees. The details were then forwarded to the Supervisor of Weighing. On the figures are based the annual amounts payable by the Postmaster-General's Department to the Victorian Railways for the carriage of mails during the next two years. Picture shows P.M.G. Mail Officer F. Lee (*left*) and Goods Trucker N. Johnston weighing mail at the G.P.O. Melbourne.

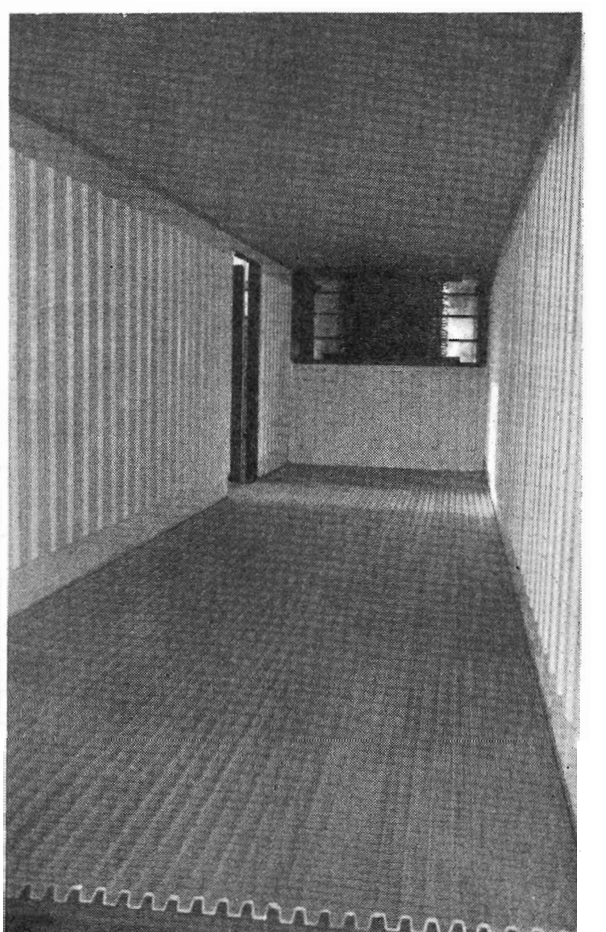


FRIG : A new variation of the Flexi-Van rail-road co-ordinated transport went into service last month. With a completely self-
d refrigeration unit it is intended for the transport of such commodities as frozen vegetables, cheese, margarine, ice-cream and fish.
ti-Frig is 35 ft. long, and will carry up to 20 tons. It is transferred between the road vehicle and the special rail wagon in the same
the ordinary Flexi-Vans and Flexi-Flats.



igeration unit of the Flexi-Frig is diesel-driven, thermostatically
d and can maintain a pre-set temperature between 60° F. and

ious interior has a capacity of 1,520 cubic ft. The fluted panels
ee flow of cold air around the contents. There is a 5" thickness
lass insulation to protect the freight against ingress of heat.



41 MAKES

Chairman of Commissioners Mr. E. H. Brownbill and Commissioner Mr. E. P. Rogan have a chat to squadron members during the mid-day mess parade. (Mr. Brownbill is an honorary Colonel in the Australian Military Forces).

Staff Sergeant A. Burton (Commissioners' Guard) lectures members on train signalling used in operating a military railway.

Officers confer (*left to right*): Squadron Sergeant-Major M. J. Wells (Suburban Guard), Captain G. N. Murphy (Engineer, Rolling Stock), Lieutenant E. G. Quilliam (Acting Examining Officer, Rolling Stock), Lieutenant R. E. Molineux, Lieutenant E. T. Last (Engineers, Way and Works) and Lieutenant W. P. Payne (Electric Train Driver).

SUCH a motto could well be adopted by members of No. 41 Railways Squadron, Royal Australian Engineers, for themselves and the things they learn to do . . . . that is keeping trains running under the fire of battle and doing so in quick, smart time.

These men are soldiers with a difference. Their military skills are, in fact, part of their everyday railway life.

They are the shunters, stationmasters, loco crews, track repairers, tradesmen, and other railway workers who keep the trains running in peace time but blend a measure of military experience as volunteers to make sure that trains will also run wherever the Commonwealth Military Forces happen to be.

Such is the value of their skills that they need only assemble as a military unit once a year. But when they do, for their annual 14-day camp at Puckapunyal, the event has a double significance.

Firstly, it allows the men from different branches to understand each other's function in the running of a railway, particularly under wartime conditions. Also at each camp they train in special exercises to equip themselves with additional skills necessary for military railwaymen.

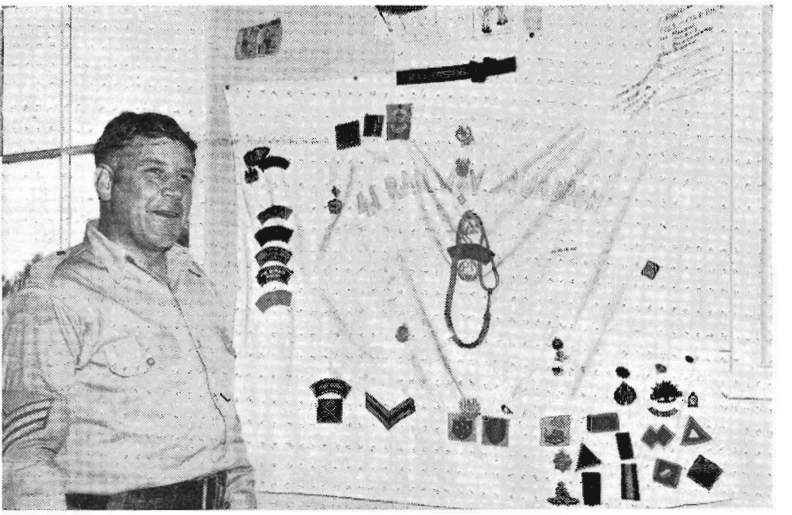
Secondly, they look forward to the atmosphere of comradeship that army life inspires. As the members of the squadron come from all over the State, there is the added interest of railwaymen getting together for a common and worthwhile purpose.

This year, during September-October, they undertook an unusual and interesting exercise . . . . . the building of a 10 ft. high water tank, during simulated battle conditions, that was a combined test of skill and ingenuity.

The exercise took two days. A party of 57, including officers and men, travelled 15 miles, by motor truck, up steep gradients to Mount Hickey and had to restore part of the road on their way.

The only materials taken to build the tank were a collapsible canvas water container and canvas hoses. The tank stand had to be made from bush timber found on the site.

THEM RUN



Keeper of the Sergeants' Mess banner, Sergeant R. Allan, shows some of the official (and unofficial) emblems that illustrate the Squadron's activities.

But with the aid of modern power tools and resourcefulness the tank was erected in 9 hours and was capable of holding 1,200 gallons of water. It was then ready for the connexion of a portable filtration plant that would supply purified drinking water for up to 2,000 men.

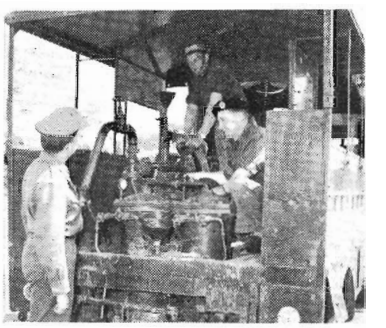
During the exercise the party was subjected to a simulated day and night attack by a guerilla army. Consequently, the railway squadron had to deploy two-thirds of its strength to hold off the invaders. This involved the setting up of trip wires to operate alarms that enabled the squadron to use flares to illuminate the positions of the enemy.

Living conditions at the tank site were realistically rugged. The party had no outside assistance or supplies during the two days. Their shelter was the minimum and they prepared and cooked their own food.

Back at Puckapunyal, the squadron continued their training with military lectures, films, and camp exercises.

Interested visitors to the squadron's camp this year were the Minister of Transport, Mr. E. R. Meagher, the Chairman of Commissioners, Mr. E. H. Brownbill, Commissioner Mr. E. P. Rogan, Chief Mechanical Engineer, Mr. W. O. Galletly, Chief Traffic Manager, Mr. J. R. Rewell and other senior departmental officers.

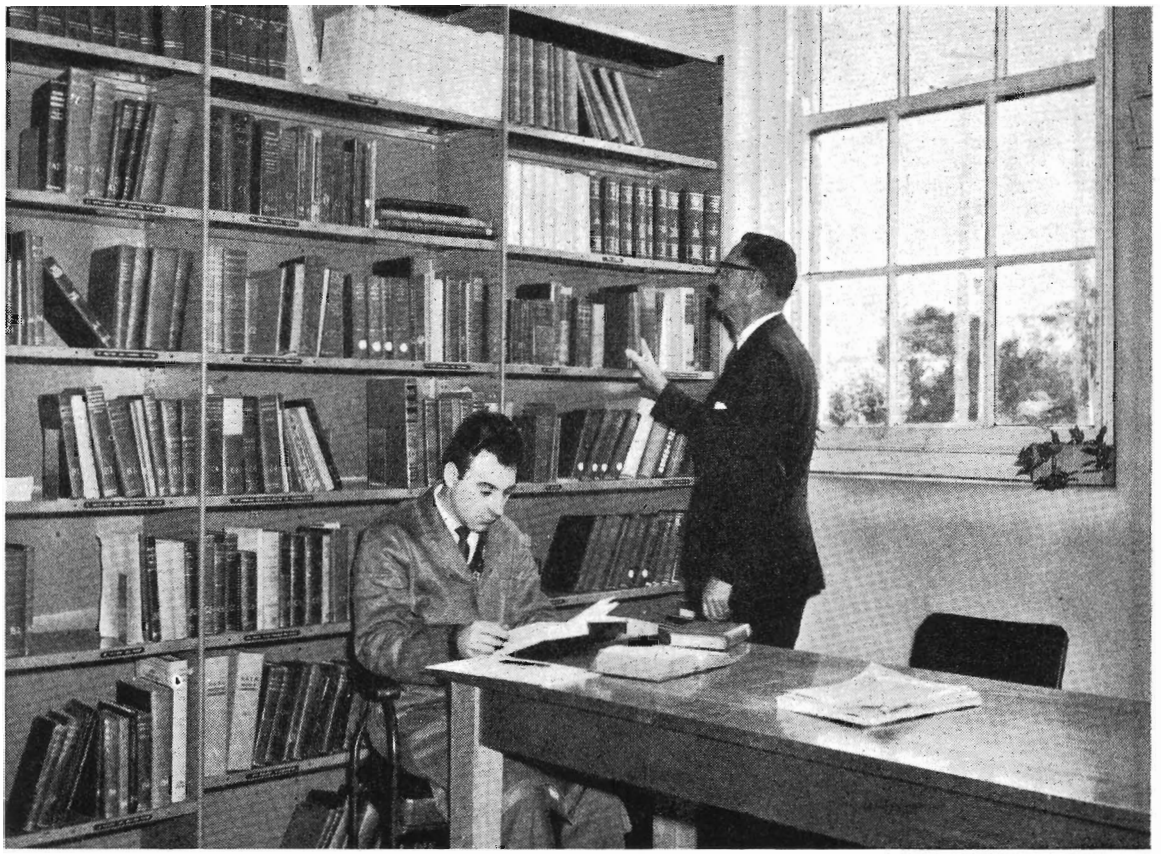
Vacancies in the Railway Squadron, which is sponsored by the Department, exist for Victorian railwaymen, between 17 and 35 years of age, who have railway skills in the following grades : loco enginemen, tradesmen, track repairers, signal maintenance staff. Although the traffic troop is now at full strength, inquiries for future vacancies will be welcomed from traffic staff holding safe working certificates, such as station staff, guards, shunters. Inquire from Mr. G. N. Murphy, Room 140a, Head Office, telephone auto. 1361.



(From left) : Lieutenant E. Last, Sergeant K. Withers (Sub-Foreman Ballarat Loco) and Staff Sergeant R. Binder (Safety Officer) prepare a portable water purification and pumping plant.

Letters from home. *(From left)* ; Sappers W. Halemba (Signal Assistant), A. Klemm—partly hidden—(Apprentice Car Builder), H. Ungar (Assistant Stationmaster), J. Aulfrey (Yard Assistant) and J. Royals (Fireman) collect their mail from Sergeant D. Catchpool (Membership Clerk, V.R.I.).

BOOKS THAT HOLD THE ANSWERS



Assistant Chemist A. Lajonica (*seated*) **and Engineer of Tests E. D. Connor use the library.**

ONE of the most useful tools at Newport Workshops will be found, not among the whirring machines in the 'shops, but within the quiet confines of one of the brick buildings that house the Engineer of Test's staff. It is that section's Technical Library, containing about 300 volumes, as well as many technical journals, dealing with physics, chemistry, metallurgy, engineering and allied subjects.

Although not very well known to many railwaymen, the Engineer of Test's section—or the Laboratory, as it is popularly known—has a far reaching influence on railway operation. Its professional officers keep a close watch on the quality of materials made and bought by the Department. It is also the section's business to find (if possible) a solution to the many and varied technical problems that are referred to it from anywhere in the Department.

Many of these problems are solved only after study of the relevant literature in the technical library. A glance at a few of the titles on the shelves reveals both the wide scope of the library and the variety of problems encountered by the Laboratory staff. *Failure of Metals by Fatigue . . . . Microscopy of Drinking Water . . . . Decay of Timber and Its Prevention . . . . Water Softening . . . . Manufacture of Soap . . . . .* are some of the titles that meet the eye. And there are others dealing with oils, paints, atomic physics, asphalts, coal, rubber and so on, through a broad spectrum of modern technology . . . . the applied science that gives us the world of the twentieth century.

The library is kept up to date. On the recommendation of the Engineer of Tests, Mr. E. D. Connor, new books and periodicals are regularly bought by the Commissioners. Older books are kept under review to avoid having obsolete works on the shelves. A comprehensive system of indexing makes readily available the latest information.

Although it has been in existence for some considerable time, lack of space prevented the full development of the library until about three years ago when a new office was built for the laboratory. The library then took over the old office.

Mrs. H. McCarthy, Librarian, files technical publications.

LINES FROM OTHER LINES

A backyard *Golden Arrow*

IT'S every boy's ambition to have his own model railway outfit—and when it comes to railways, boyhood has no limit—but the lucky youngster who found the superb layout shown at right among his birthday presents might be too amazed to even say " thank you " properly.

Modelled by Minic Ltd., of Canterbury (England), it has everything to make the rail enthusiast drool at the mouth and British Railways are making sure that it is being delivered to lucky owners safely.

Arrangements have been made to use special containers direct from the manufacturer's factory to the purchaser.

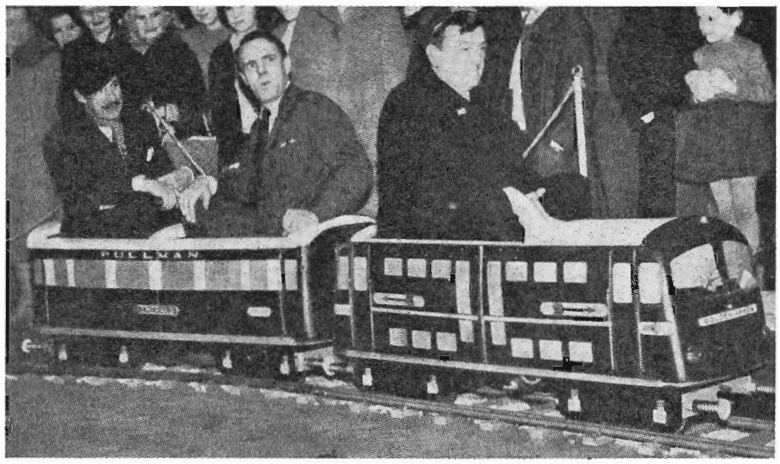
The vigorous engine, a younger brother of the celebrated electric *Golden Arrow* locomotive, picks up current direct from the track for its three-quarter h.p. GEC traction motor and controls in the cab actually allow the driver to regulate forward or reverse speeds.

There is room in the cab for one adult or two small children and, as an added safety factor for the very young, the speed control can be set and then removed so they do not drive too fast.

To make things more realistic there is an indicator showing the driver when current is being supplied, a horn and lights for night running.

Realizing the *Golden Arrow's* reputation for comfort, the manufacturers have made sure the miniature Pullman cars ride the rails with minimum shocks and jolts.

Each one, painted in authentic colours with a name plate on the side, accommodates four children or two grown ups. Passengers' legs are fully enclosed and, with the low centre of gravity and wide-gauge rails, cornering is absolutely safe. (*British Railways Magazine*)



The 10¼ inch gauge working model of the *Golden Arrow* express. The cab will hold two small children

Centenary of London Underground

THIS year, the London Underground celebrated its centenary. A special train took guests, among whom were the chiefs of other undergrounds throughout the world, over the original 3¾ miles of the world's first underground railway.

It was the same route that the Rt. Hon. W. E. Gladstone and a distinguished party travelled over in 1862, while the line was still under construction.

The first carriages used were eight-wheelers with teak bodies. They were lit with coal gas carried on the roofs in rubber bags enclosed in wooden crates ; the first class carriages held ten persons and were " so lofty that a six-footer could stand erect with his hat on ". Some of these carriages were in use until the line was electrified, in 1905.

Today, London Underground lines comprise over 220 miles of track with 270 stations serving 675 million passengers a year. (*Beclawat News*)

(See *News Letter* October 1957 for full story on London Underground.)

120 m.p.h. train

THE West German State Railways, says a *Herald* report, are testing in Bavaria a new electric locomotive designed to haul trains at speeds up to 120 m.p.h. in 1965.

The blue-yellow locomotive, pulling a single red coach filled with measuring apparatus and 20 technicians, is being tested on a 15-mile section of track between Bamberg and Forchheim.

As it flashes past level crossings, motorists see signs telling them : " Warning. Test runs at 110 miles an hour ".

The new locomotive is to be the Deutsche Bundesbahn's (German Railways') answer to the increasing competition of road and air.

" We have to be faster, more comfortable and more economical ", one railway official explained.

At present, the fastest German train, the *Rheingold Express*, travels from Amsterdam to Basle at top speeds of nearly 100 m.p.h.

The new engine is also to run on the north-south routes.

Railway officials say that it will be capable of well over 120 m.p.h., although its average speed will have to be less to ensure safe travel.

Sister high-speed locomotives will be introduced on other lines.

Tracks will have to be specially reinforced for these new express trains but German engineers are confident that travel at high speeds will be possible with the same safety as obtained with present trains at lower speeds.

The *Rheingold Express*, which passes through some of West Germany's most beautiful scenery in the Rhine Valley, has all the comfort which modern rail travel can offer, including double-decker sightseeing coaches with glass domes, swivel chairs and bar.

It is equalled in comfort only by the TEE (*Trans-Europe Express*) trains, which have multi-lingual hostesses aboard, electronically opening doors, special luggage compartments, and spacious armchairs.

The German Railways system has passed the half-way mark in switching all lines to electrification or diesel running.

The last steam locomotives were put into service four years ago ; since then only electric locomotives and diesel engines have been built.

AMONG OURSELVES . .

New V.R.I. General President

THE Commissioners have accepted the resignation of Mr. A. C. Stockley as General President of the Victorian Railways Institute, because of the condition of his health, and have appointed Mr. L. A. Reynolds to succeed him.

Mr. Stockley, the Department's Chief Electrical Engineer, has been General President since October 1960 and has taken a prominent part in V.R.I. activities since his appointment in 1957 as one of the Commissioners' representatives on the Institute Council.

Mr. Reynolds, Chief Civil Engineer, was appointed a Commissioners' Representative on the Council in 1958 and, for the last two years, has been senior Vice President of the Institute.

Pigs and sheep in Spencer Street

SUB-FOREMAN E. H. Winter, who retired last month from the Electrical Depot Workshops in Spencer Street, recalls that when he started there as an apprentice in 1914, he used to meet mobs of sheep and pigs that were driven in the morning along the street. "And now", he says, "there's hardly room for the pedestrian."

Mr. Winter

When the fitters went out on a job, in these days, they travelled in horse-drawn lorries. In 1914, he said, the Workshops consisted of a tin shed with only two fitters, a lathe, drilling machine and grindstone.

During the 49 years he has been at the Workshops, Mr. Winter has seen the staff grow, as the work increased, to its present total of over 50 including apprentices.

He has two interests that will occupy much of his spare time in retirement—trout fishing and gardening.

First white child

MR. H. E. MASON, who retired last month as a foreman at Bendigo North Workshops, came to Victoria from Western Australia at an early age and claims that he was the first white child born at Meekathara. Mr. Mason is very fond of travelling and has two trips planned for the near future. First he will go to Bourke by car and spend some time seeing the district. Next year he intends visiting the Near East and will return by way of Japan to see the Olympic Games. Among those at the farewell to Mr. Mason was Mr. S. Phillips, a foreman from Newport Workshops, who made a special trip to Bendigo for the function.

Ninety-five

ONE of the oldest—if not the oldest—of living railwaymen, Mr. L. (Larry) Fraser, celebrated his 95th birthday on the 24th of last month. He is quite active and in good health, *News Letter* is glad to report, and regularly meets a few old railway friends. Mr. Fraser started as a cleaner at North Melbourne Loco. in 1899 at the age of 31. Later, he graduated to fireman and then "big wheel" driver, working at Sale, Seymour, Dimboola, and Ararat. His last engine, he says, was A2 915. Mr. Fraser still retains a watch presented to him by Sir Harold Clapp, then Chairman of Commissioners, while Mr. Fraser was driving the Commissioners' tour train. He also has a medal for first aid while in the Dimboola Corps in 1912 and another from St. John Ambulance.

Jaycee President

MR. O. R. RICHTER, one of the Department's nominees to the Junior Chamber of Commerce, has been elected Chairman of that organization's Management Section and ex officio, a Councillor of the Chamber.

Mr. Richter

Mr. Richter, who is an Inspector in the Refreshment Services Branch, was one of a group recruited from Germany in 1951 for the Department. There, he had been working for some time with the American Forces.

The following year he arrived in Australia and started work as a clerk in the Rolling Stock Branch at Newport Workshops. Soon after, he was transferred to the Stores Branch, and, in 1953, to the Refreshment Services.

Mr. Richter is a Bachelor of Commerce of Melbourne University. He started as a part time student in 1955 and graduated in 1960.

Blacksmiths' farewell

ALTHOUGH they couldn't quite manage a chestnut tree, there were shrubs, streamers, banners and balloons to decorate the Blacksmith's Shop at Newport for the farewell last month to Foreman Blacksmith W. Halliday. He had been at the Shop for 43 years—the whole of his departmental career except for 4½ years at Bendigo.

Mr. Halliday

When Mr. Halliday began as an apprentice in 1915, there were 440 men in the Shop working night shifts on new carriages for the suburban electrification scheme which began in 1919, and eight gangs in the forge making parts for locomotives. Apprentices then started at 1/9d. a day and received an annual rise of 6d. a day. When living away from home they were paid 24/– a week.

Mr. Halliday is leaving on a trip to Western Australia and, on return, hopes to spend a lot of time on what he describes as "just pottering around in the garden".

Nigger

In a remote part of the North Melbourne area this cross, bearing its spot-welded inscription "Nigger 12.4.32", recalls some canine (or feline) friendship of 30 years ago. Does anyone remember Nigger?

A backwards half

"GIVE me the backwards half of a return ticket to Glenferrie, please" was the request made to a booking clerk at an outer suburban station recently. Inquiries revealed that the customer —a recent arrival in Australia—had bought a single ticket at Glenferrie, earlier in the day, made his journey, and then changed his plans and decided to return to Glenferrie. So, a single ticket was sold, and another satisfied customer went on his way.

RECENT RETIREMENTS . .

TRAFFIC BRANCH
Kinsey, E. A., Geelong
Shiell, M. T., Bendigo
Shipham, W. H., Hamilton
Coghlan, R. W., Carrum
Davies, J. E., Spencer Street
Bryant, W. J., Hughesdale
Roberts, F. W., Flinders Street
Hyde, L. N., Melbourne Goods
Green, P. J., Melbourne Yard
Szakacs, A., West Footscray

ROLLING STOCK BRANCH
Stone, H. D., Electric Running Depot
Mason, H. E., Bendigo North
MacIver, A., Newport
Bannon, J., Ballarat North
Downie, G. T. A., Seymour
Stephens, P. L., Ballarat
Briscoe, A., Newport
McKenzie, G. L., Newport
Strickland, O. D., Ararat
Halliday, W. A., Newport
Brown, E. E. T., Newport
Gilbert, G. S., Ballarat North
Hayes, T., Newport
Ward, J. A., Electric Running Depot
Cavanagh, F. T., Wangaratta
Perry, J., Newport
McKillop, U. (Miss), Newport

WAY AND WORKS BRANCH
Watson, G., Spotswood Workshops
Carey, P. H., C/o Road Foreman Flinders Street
Ramage, R. F., C/o R.F., Spencer Street
Ashdown, F. E., C/o W.F., Flinders Street
Kelly, W. P., C/o R.F., Caulfield
Schultz, P. C., Ironworks Division
Smye, F. J., C/o Bond. Sup., Flinders St.
Loveless, L. C., Cressy
Irvine, P. J., C/o R.F., Ballarat
Clark, J. A., C/o W.F., Caulfield
Williams, A. E., C/o R.F., Ballarat
Szczepanski, T., C/o S. & T. Supervisor, North Melbourne
Skuse, T. R., Spotswood Workshops
King, F. A. J., C/o W.F., Dimboola
Draper, J. V., C/o Bond. Sup. Flinders St.

AND DEATHS . . .

TRAFFIC BRANCH
Lee, H. E., Dandenong
McGarry, P. J., Flinders Street

ROLLING STOCK BRANCH
Byrne, H. M. J., North Melbourne Shops
Greenaway, S., Geelong
Frayne, A. J., Jolimont
Cahill, N. S. J., Newport

WAY AND WORKS BRANCH
Larkins, R. E., C/o W.F., Ballarat
Douglass, A., Spotswood Workshops
Onley, J. A. W., C/o W.F., Echuca

GOOD SERVICE . .

From *The Age*

IF you remember, a special edition of *The Age* was produced on the death of the Pope. We were in touch with Control and they despatched the message to all stations advising the Stationmaster to look out for a special parcel of *The Age* and to make an effort, if possible, for these parcels to be delivered to the Bookstall attendants.

The Stationmaster at Flinders Street has been most co-operative and we just wish to place the matter on record and to let you know that the co-operation extended by the Stationmaster has helped us considerably on this occasion and on numerous other occasions.
—David Syme & Co. Ltd., N. Q. Bradshaw, Circulation Manager writing to the Chairman of Commissioners

Frankston

I have been a regular consignor of cut flowers from the Frankston Railway Station for almost 20 years. On my retirement from the cut flower trade, would you please convey my thanks to the Stationmaster (Mr. Benson), his assistant (Mr. McKay) and the staff at Frankston for prompt and courteous attention at all times and a service very well rendered over many years.
—C. Grant writing to the Chief Traffic Manager.

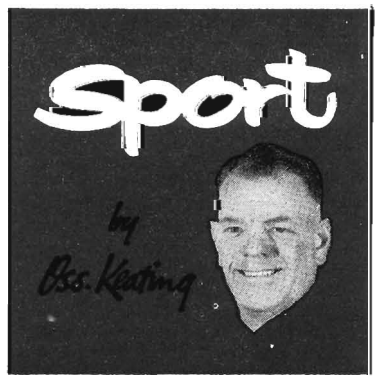
School excursion

THANK you for the trouble you took to make the journey to Melbourne on Monday, August 26, such a success. Everybody had a very good day and one of the reasons for this was the co-operation received from you and your organization.
—A. T. Dingle, Principal, Benalla Technical School writing to Stationmaster A. Yole, Benalla

Passenger movement

I thank you for the splendid co-operation our Society received from you and your departmental managers in the conveyance of our delegates to the International Assembly of Jehovah's Witnesses held in Melbourne, August 16 to 20.

Our peak attendance of 12,460 was reached on August 20 . . . .
—D. E. Held, Presiding Minister for Australia, Watchtower Bible and Tract Society of Pennsylvania, writing to the Commissioners.



North-Eastern Golf Tournament

THE Golden Vale Golf Course, Benalla, was the setting for this fixture, held on Sunday, October 6, in perfect weather. The North-Eastern V.R.I. Championship was again won by Jack Manning of Benalla with a 76 off the stick and the B Grade Championship by Reg. Wapling, also of Benalla, with a 91. The A and B Grade Handicaps were won by T. Brewer, Shepparton, and L. Bulluid, Benalla, respectively. The J. H. Jupp Memorial Trophy (contested for the first time) was won by G. Williams of Melbourne with a nett 71. Minor trophy winners included C. Anderson, Seymour, L. Branton, Maryborough, G. Carey, Seymour, H. Quanchi, Yarrawonga, while the ladies' trophy was won by Mrs. S. Green on a count back from Mrs. C. Graham, both from Seymour.

Rifle shooting

THE annual interstate railways competition for the Triggs Shield, held in conjunction with the Queen's shoot, was staged at the Anzac Rifle Range, Liverpool, between teams of five from New South Wales, Queensland and Victoria.

The shoot was held over ranges of 300, 600 and 900 yards; New South Wales, with a score of 670, won the Shield from Victoria (624) with Queensland third (610). The Victorian team although beaten by 46 points, turned in a very creditable performance, particularly under the weather conditions that prevailed, especially when it is remembered that the New South Wales team included at least two shooters who had Queen's Cup wins to their credit.

Shooters were entertained with a light luncheon and refreshments during which Mr. A. J. McAndrew (Director of Railways Institute and Advertising) welcomed the visitors and presented the Shield to the winning team, The coach of the N.S.W. team, Mr. Andrews presented spoons to the top scorers in the Victorian

and Queensland teams. The Victorian team consisted of Messrs. P. W. Allen, (Capt.) D. Schulze, L. Duffus, H. Cody and R. Sullock.

Cricket

UNFORTUNATELY, because of heavy rain on the previous night, no play was possible on the first day of the 1963/64 season. The season actually began on Thursday, October 16, when the match Spotswood V Suburban Lines got under way. Suburban Lines won the toss and batted. At stumps, they were 4/181, top scorers being Les. Balcombe 55, Ken Ingram 43, and Dave Southam 49. The best bowler for Spotswood was J. Barry who finished with 2/27. (This match continued on October 24 and had not been completed when *News Letter* went to press).

The remaining matches in this round were played as a one day fixture on October 22, and provided some exciting cricket. In the game Stores V Codon, Codon won the toss and batted, but were bundled out for the small total of 18—Ian Robertson 5/0 and Jim Jenkins 4/18 doing the damage. Stores declared when they had knocked up 63 without loss (Bob Dyson 40 n.o., Ian Robertson 21 n.o.). Codon, in their second innings offered little resistance to the accurate bowling of Stores' opening pair and were all out for 11, giving Stores an outright win by 34. Ian Robertson finished with the excellent figures of 11/1 while Jim Jenkins took 8/29.

In the other match, Loco V Melb. Yard, Loco scored 4/101, (K. Schickerling 43, J. Fisher 2/8). In reply, Melbourne Yard could manage only 7/53 (A. Curtis 24, K. Schickerling 2/6, B. Smith 2/10), leaving Loco winners by 48 runs on the first innings.

V.R.I. Golf Club

A very pleasant day was enjoyed by members of the V.R.I. Golf Club when they visited Portarlington recently. A particularly pleasing aspect of the day's outing was the large number of members who brought along their wives either to participate in the trophy events or simply to have a relaxed day in the country. Seventy-one members and their friends competed in an 18-hole trophy event, the winner of the men's trophy being R. Findlay of Ballarat with a net 69. The Ladies' trophy was won by Mrs. Dey. A secret 9-hole trophy was won by Bill Wapschott.

Another V.R.I. sport goes interstate

A representative men's basketball team from the South Australian Railways Institute visited Victoria for the first time, last month, to play a series of games against the V.R.I. side. The visitors were met on the arrival of *The Overland* on Saturday October 13, by members of the V.R.I. Council and staff, together with members of the V.R.I. basketball team. They were officially welcomed at a function held in the V.R.I. Council Room by Mr. C. Hunter (Vice-President, V.R.I. Sports Committee) and Mr. F. M. Mitchell (General Secretary), on behalf of the General President. Both speakers pointed out that this event could be the start of an annual fixture. Mr. E. Stephens (S.A.R.I. Representative) suitably responded.

Play in the V.R.I. Cricket Season's opening match between Spotswood and Suburban Lines.

Two games were played at the Victorian Basketball Centre, Albert Park—one on Saturday and the other on the Sunday—and in both matches the Victorians proved the better side. In the Saturday game, both teams were tied at 8 points at the half way mark, but the locals gradually asserted their superiority to run out winners 25 to 18.

On the Sunday, with the benefit of a good night's rest, it was expected that South Australia would make a stronger showing, but such was not the case. The Vics. quickly ran to the front and were never headed. In fact they seemed to find the opposition easier to handle than on the previous day. Final scores—Victoria 35 beat South Australia 14. In fairness to the S.A. boys they did appear to find the refereeing a bit puzzling, although there was no complaint whatever from them, and the lack of reserves meant that players had to remain on the court for prolonged periods. The South Australian team consisted of Messrs. E. Stephens (South Australian Institute representative and Manager). G. Milne (Capt.), G. Thomas, A. Baum, Z. Duncis, L. McMurray, and D. Milne. Victoria was represented over the two days by Messrs. G. Bell (Capt. on Saturday), R. Smith (Capt. on Sunday), T. Watson, J. Holness, A. Carey, T. O'Brien, M. Paton, T. Leeson, B. Smart, J. Mahoney, D. Kerby, E. Huber and D. Roy.

On the Monday the visitors were conducted over the Spotswood Workshops where, during the luncheon break, they played a team representing the 'shops. Although just beaten, the S.A. lads provided strong and vigorous opposition, which was appreciated by the large crowd of spectators. The party returned to Adelaide on *The Overland* that night after spending the afternoon sightseeing around Melbourne.

Popular sportsman injured

THIS page would not be complete without some reference to our old friend Reg. ("Puffer") Sawyer.

Reg., a boilermaker at North Melbourne Loco, was, unfortunately, struck by a motor car recently and will be in the Royal Melbourne Hospital for some time.

His sporting and first aid activities, coupled with his ready wit, have made him one of the best known and most popular personalities in the Department.

In the sporting sphere, Reg.'s name would be in the forefront as an outstanding league umpire, having handled many V.F.L. finals and grand finals in his 20 years as a senior official. What many people don't know is that Reg. in his younger days was captain of both the South Kensington cricket and football clubs and served, for 20 years, as captain and secretary of the Youlden—Kensington cricket club, of which he is now a life member.

As a V.R.I. cricketer, he played for many years with the North Melbourne Loco team and had the honor of being selected as captain of numerous representative V.R.I. interstate sides. At present he is secretary and life member of the North Loco. cricket club, committeeman and life member of the North Loco. football club, a member of the Essendon and District Football League Umpires Board and an "A" grade bowler and committeeman of the Flemington—Kensington bowling club.

But Reg. Sawyer's activities were not confined to sporting fields. Since 1938 he has been an enthusiast for first aid, has passed 26 consecutive examinations in it, and for years has been the North Loco. team leader and also secretary of the local first-aid centre. I am sure that his many friends will join me in wishing Reg. a speedy recovery.

Wholly set up and printed at the Victorian Railways Printing Works, Laurens Street, North Mebourne, for the Publishers, The Victorian Railways Commissioners, Administrative Offices, Spencer Street, Melbourne. 3393—63

VICTORIAN RAILWAYS

NEWS LETTER

VR

THE MONTH'S REVIEW

TO ALL

NEWS LETTER READERS

SEASONAL GREETINGS

AND

BEST WISHES

FOR THE NEW YEAR

End of the A2

THE last of the famous A2 locomotives—964 and 986—have been sent to Newport Workshops for scrapping.

The A2 was designed by Mr. A. E. Smith, a former Chief Mechanical Engineer. Among the improvements subsequently made was the re-design of the smoke box, commonly referred to as the modified front end, which increased its existing power by 30 per cent. Incidentally, it was for a thesis on this important change in design that the present Chairman of Commissioners, Mr. E. H. Brownbill, obtained his Master's degree in mechanical engineering in 1936.

Indicative of the affection in which the A2 is held was an editorial in the *Bendigo Advertiser* which said, in part :

" The A2, indeed, is the most widely beloved of all Victorian locomotives. Its huge driving-wheels, its squat funnel and dome that emphasised the compressed power in its bulging red boiler, intrigued myriads of youngsters in the days before motor cars and aeroplanes became serious contenders for their affections.

" The A2 was the personification of power — a living, breathing, hissing thing, friendly and obedient, radiating warmth and a fascinating aroma of hot oil and coal fumes. To be permitted to mount the footplate and snatch a glimpse of raging furnace and polished controls was every boy's delight ; to master its mysteries and become an engine-driver was the firm ambition of untold thousands ".

The A2, however, will not be lost to posterity, as No. 995 has already been placed in the Australian Railways Historical Society's museum at Newport.

Wheat

AFTER the middle of last month, the Department began moving the first of the wheat harvest. Estimated at 64 million bushels, the harvest could well be larger. This season, the number of wagons available has been increased, following the conversion of more than 1,000 to carry grain. The additional wagons would also assist in the movement of bulk oats and barley. In recent years, the bulk oat traffic has increased substantially, and last season was over 15 million bushels. To cope with the harvest, 220 steam and 190 diesel locomotives are available.

In the northern Mallee, the 9½ mile section of line between Meringur and Morkalla, after having been closed for two years, has been re-opened for the harvest. Morkalla, incidentally, is the most remote station from Melbourne, 402¾ miles away.

From road to rail

A revealing light on the safety aspect of the road versus rail question is shown by a circular issued to his senior staff by Mr. K. W. Thomas, Managing Director of Thomas Nationwide Transport Ltd. It reads :

" My policy towards the road versus rail question is being influenced by the shocking number of deaths which are associated with road operations . . . . . .

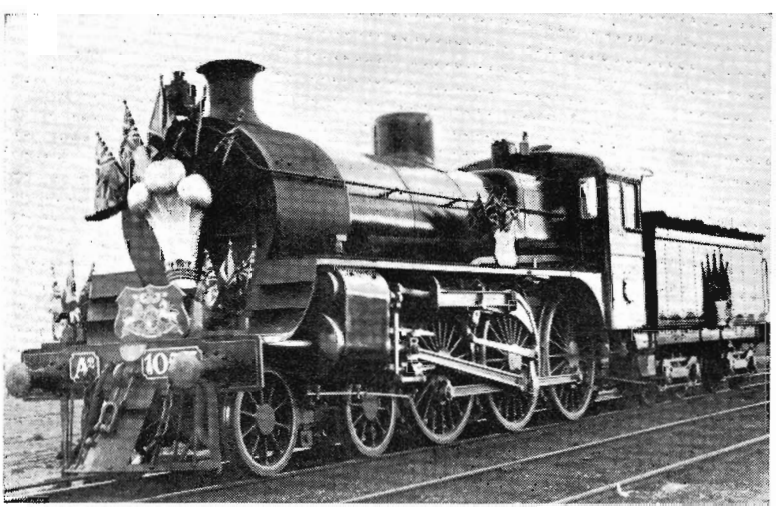
" I believe that we should try to do something about it. One of the things we can do is to switch as much loading from road to rail as possible. We need more containers, more Railtrailers and more bulk contract vans, providing we can operate them at a reasonable profit."

Same opinion

Stationmaster : " When I was a boy, we thought nothing of getting up at four o'clock in the morning."

Young Station Assistant : " We don't think much of it, either."

A2 for Prince



Decorated with the emblematic feathers of the Prince of Wales, this gleaming A2 locomotive hauled the Royal Train during the visit of the Prince to Victoria in 1920. The Prince later came to the Throne as King Edward VIII, subsequently abdicated, and is now the Duke of Windsor. (See story on A2 above.)

FRONT COVER

shows motor cars being unloaded at Dynon. This traffic is increasing. For the financial year ended June 30 last, 140,229 tons of motor cars and bodies were carried — an increase of about 50 per cent over the previous year. In view of the increase, the Department, in conjunction with the New South Wales and South Australian Railways is building more wagons specially designed for the traffic. (See centre pages.)

Following his visit abroad, Mr. E. H. Brownbill, Chairman of Commissioners, completes his survey of overseas railway activities with a summary of developments in

ENGLAND AND NORTH AMERICA

British Railways

THE British Railways, employing 475,200, with a track mileage of 47,417 miles, handling 228 million tons and 975 million passenger journeys annually is undergoing a transformation under the guidance of its Chairman, Dr. R. Beeching.

His task is unenviable, as he is required by the Government to place the railways on a sound financial basis, but in doing so it will be necessary to abolish many lines, close down redundant workshops and locomotive depots and find alternative employment for those displaced. These proposals have already brought much criticism and political debate and it remains to be seen whether all or any of the proposals are fully implemented.

There is no doubt that there is much wasteful duplication of railway services and the proposals that have been already aired are regarded by those who are not biased in their opinions as being most sensible.

They are experimenting with a great many ideas in Britain ; some of which they have found are impracticable but others are being examined in greater detail.

Liner train

One of these ideas is the liner train. Comprising a full load of flat top wagons it carries goods in containers which will be loaded or unloaded under a gantry crane at each station without the vehicle being detached. This train will run between the larger cities and towns without any shunting movements. The only problem is whether there will be sufficient traffic to maintain the running of these trains continuously. In the case of coal, special hopper wagons and large storage bins at mine and power houses will be required to allow a quick turn round at terminals. Of course the cost of both schemes is enormous—over £100,000,000 sterling was quoted.

The use of diesel-electric and electric locomotives in place of steam has increased in recent years. In 1948 there were 20,211 steam, 17 electric, 69 diesel and diesel-electric locomotives operating. Today, there are 8.767 steam, 178 electric and 3,683 diesel and diesel-electrics. In addition, there are 6,982 electric and 4,087 diesel and diesel electric multiple-unit vehicles operating in Britain.

The railway authorities have experimented with a number of various types of locomotives during recent years and have now standardized on five designs, excluding the Deltic engines used on the heavy duty East Coast main line.

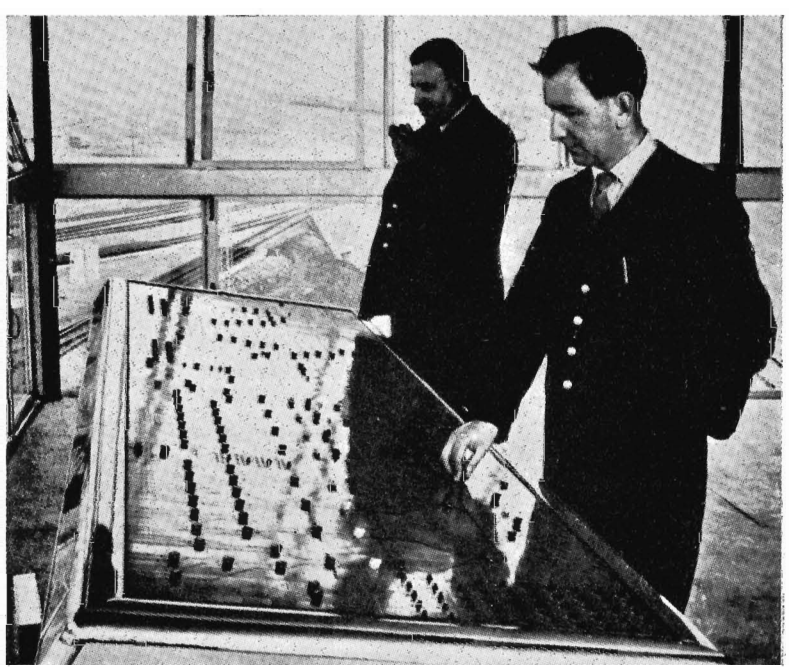
Margam hump yard

In England I visited their Margam hump marshalling yard in South Wales. It covers an area of 178 acres and comprises 33 miles of track. This yard has 12 reception sidings with engine release line and hump engine return line, together with 50 double-ended sorting sidings, 10 single-ended holding sidings and seven transhipand cripple sidings. The capacity of each reception siding ranges from 63 to 95 wagons plus engine and van. The shortest sorting siding holds 43 wagons and the longest 101.

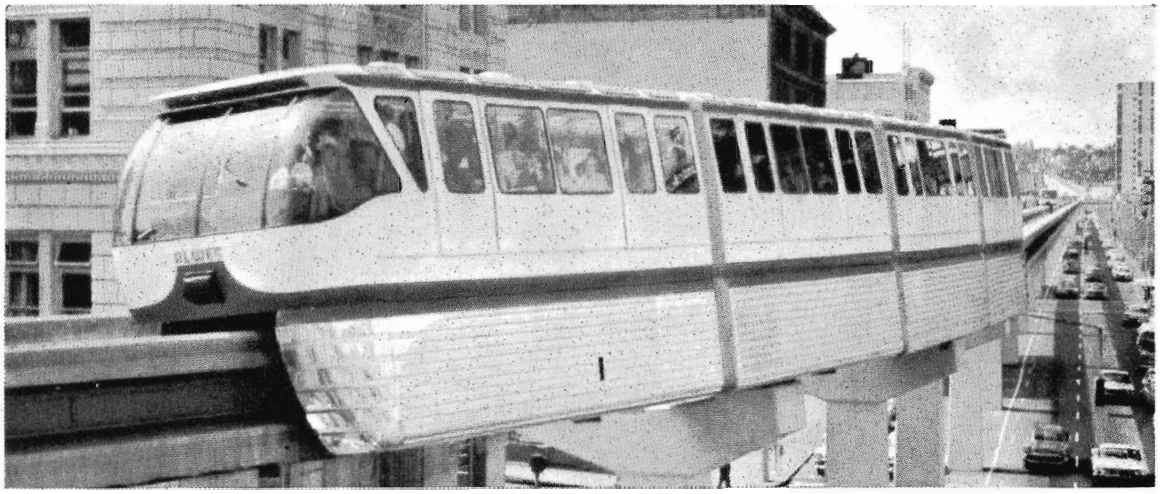
One thing that was noticed was the absence of automatic couplings on goods vehicles. Their wagons are still equipped with the " three-linker ".

The Underground

The London Underground railway system has been operating for many



Panel in Control Tower, Margam marshalling yard.



Alweg monorail, Seattle.

years, and for some time has been under the control of the London Transport Executive which serves a population of over 10 million.

The railway, with 216 route miles, carried 668 million passengers during 1962. The Underground is operated with trains of up to 8 cars ; all are now equipped with automatic sliding doors. I was very impressed with the easy-to-read directional signs in their tube stations and found it very simple to travel by tube in London. A start was made in 1962 on building the Victoria underground line, approximately 12 miles long, and estimated to cost £70 million : it is hoped to have trains operating by 1968.

It is recognised that this line will not pay its way but it is essential if London is not to be choked by surface transport.

It is interesting to note also, that their average earnings on the Underground per passenger mile are 2.34d. stg. equalling 2.92d. A., (V.R. suburban 1.66d.) and their average distance per passenger journey is 4.57 miles (V.R. suburban 8.81 miles).

The London Transport organization employs approximately 76,000 and handles not only the underground railway but also operates passenger road services.

As in most cities, the authorities are very concerned over traffic congestion. In London the Ministry of Transport has set up a new Committee to encourage the staggering of working hours in Central London and to co-ordinate the work of the six existing Committees dealing with individual zones of the central area.

However, as in Melbourne, it is doubtful whether much will be achieved without the full support and co-operation of both employers and employees.

North America

The main impression gained during the North American tour was that authorities in every major city have realised it was essential that public transport be developed to prevent the stagnation of the city area.

These authorities have now realized their past errors in developing only one form of transport—the motor car. They have found that the multi-freeways built in recent years have increased rather than decreased the traffic problem. Also, these freeways have defaced their suburban neighborhoods and have taken between 40 to 50 acres of taxable property for each mile of freeway constructed.

It is estimated that the area needed to move one person one mile during peak hour travel is 1 sq. ft. by rail, 3 sq. ft. for a pedestrian, 4—10 sq. ft. for bus passengers, and 14—70 sq. ft. for each motorist. The average number of passengers in each motor vehicle is 1.5, the same as in Australia.

Plans for public transport

Many American and Canadian cities have elaborate plans to promote rapid public transport, among them being San Francisco, Los Angeles, Chicago, Toronto and Montreal.

San Francisco's population of 4 million voted with a 61% majority in favor of a £400 million eight-year 75-mile rail transport construction program. Included in the network will be 16 miles of underground, 24 miles of grade-separated surface lines, 31 miles of overhead lines and a 4-mile earthquake-proof tunnel, in addition, (costing £60 million) under the San Francisco Bay to connect Oakland with San Francisco. To raise this finance a special rate will be levied on every house owner, based on the valuation of his property. The rate will start during 1963/64 (the first year of construction) and will rise annually over succeeding years to a maximum peak in 1972 when the entire rail system is completed. In subsequent years the rate will decline.

The railway will consist of 37 passenger stations, and automatically controlled trains will operate at top speeds of more than 70 m.p.h. and at average speeds—including station stops—of 50 miles an hour.

They will run as frequently as every 90 seconds during peak periods and every 15 minutes during the balance of the day. Streamlined in design, the trains will be of stainless steel and aluminium construction and will be lighter than any mass transit trains yet placed in operation.

Less than 600 acres

The authorities estimate that an average work force of 3,000 will be required during the construction of the railway, with a peak force of 8,000 during part of the 8½ year program. During the protracted arguments for and against the proposal, it was stated that less than 600 acres will be required to develop the railway, which included the necessary space for stations, yards and car parking space.

By contrast, a 6-lane freeway following the same route would require at least 2,250 acres of right-of-way. And yet, the railway will be able to carry 5 times as many passengers as vehicles using the freeway.

In Los Angeles, local legislation has been passed to finance a £293 million urban railway system. In this city there is very little public transport as we know it in Melbourne. The authorities admit that they

handed the city over to the motorist, and, after constructing many freeways, have now realised that they must turn to a reliable, rapid public transport system as an answer to their traffic problems.

In Chicago, they, too, have embarked on an extensive modernization program for their suburban railway.

Land values rise

At Toronto (population 1,750,000) their underground of 4½ miles was opened in 1954, and within 3 years the rise in estate values along the underground route exceeded the fixed subway charges (or taxes) by one-third. An additional 10 miles of underground are being built, and there are proposals to extend to a total of 37 miles by 1980.

Their existing suburban cars are of stainless steel, 80 ft. long, but with less seating capacity than our *Harris* suburban trains.

A 9½-mile, £60 million subway system is under construction in Montreal (population 2,110,000); with further planned extensions it will have 21 miles in operation by 1966.

If we are not to follow in the pitfalls of American cities, it is essential that money be found for Melbourne to begin its underground railway as early as possible.

Costly hump yards

One thing that impressed me in North America was the amount of money being spent on hump yards.

During my visit to Montreal I was shown over Canadian National Railways' new Montreal marshalling yard of 800 acres, containing 124 tracks totalling 165 miles and with a holding capacity of 11,000 wagons. The cost, which to most Canadians is a mere detail, was only £20 million. The Canadian National Railways are building a new yard near Toronto costing £36 million. I was informed that the cheapest hump yard that could be installed would cost approximately £15 million. An Australian railway system would need to have a colossal amount of traffic through a given location before expenditure of this magnitude could be warranted.

Another highlight was seeing complete trainloads—consisting of seventy 40-ton wagons, each containing vegetables or fruit, going to the markets. Between San Francisco and Los Angeles the train I was travelling on passed a number of these " market " trains.

Monorail

During a brief stopover at Seattle I inspected the 1.2 mile monorail system which was built for the Seattle World Fair.

On a model of the Montreal Hump Yard, its Superintendent Mr. G. Fournier, explains features to (*from left*) Messrs. R. S. Miller, (Chief Engineer for Railway Construction), E. H. Brownbill, D. B. Cook (Senior Architect). At back are Messrs. W. J. Mayo (*left*), Operations Manager, Montreal Area, and J. E .Brenan, Montreal Area Manager.

The cars of the two trains are equipped with dual rubber tyres and have additional horizontal rubber tyres for stability and guiding purposes. The track is of pre-stressed concrete beams that are 3 feet wide, 5 feet high and up to 100 feet long. Each beam has a hollow core to reduce weight and cost of material. These beams are laid on 25 ft.-high, T-shaped pylons.

Each train can carry 450 passengers and is designed to operate at a maximum speed of 70 m.p.h. However, the normal operating speed is between 50 and 60 m.p.h.

In a recent report from Los Angeles, the local Metropolitan Transit Authority was informed that monorail was the most expensive form of rapid transit when all construction requirements are satisfied and community-preferred routes are followed. In addition, monorail can never meet requirements at a cost comparable to a duplicated railway line.

The Los Angeles authorities found that the construction cost of a 64-mile monorail system would exceed the cost of a double track railway system, over the same distance, by £24 million.

Not for Melbourne

The question has often been asked why a monorail system has not been planned for Melbourne instead of an underground. What these people fail to realise is that passengers would have to change from one form of transport to another, if such a scheme were adopted. The confusion and inconvenience at these transfer points would not be tolerated by our passengers.

With the proposed underground, it will not be necessary for suburban passengers (with the exception of those travelling on the St. Kilda and Port Melbourne lines) to change trains to use the underground.

In my opinion, the proposed underground, as planned, is only the first stage of a system of underground lines which will, in the future, crisscross the city in a similar manner to the London Underground system.

Summarizing, there are many ideas from overseas which could be introduced in Victoria with little engineering difficulty, but with our limited volume of traffic and sparse population, when compared with Japan, England and North America, we must consider each proposal on an economic basis.

AMONG OURSELVES . .

Tool Room Foreman

ONE of the last of the 1913 apprentices, that popular and well known personality at Newport Workshops—Mr. J. (Jack) Williams, Foreman of the Tool Room—retired last month. During his service of more than 50 years, Mr. Williams had been away from Newport only twice—in the first world war when he was on active service abroad with the 3rd. Div. Artillery, and for about 15 months from October 1937 when he was at Bendigo.

Mr. Williams

Mr. Williams was Foreman of the Tool Room from 1939, taking over just before the hectic days of the second world war when there were 130 men working in the Room on jigs and fixtures for the 'planes, machine gun carriers and other war materials that were then made at the 'Shops.

A very enthusiastic bowls player, Mr. Williams is in the Heidelberg Division 1 side, and, when living in the district, was secretary of the Middle Park Club for several years.

Result of appeal

THE president and committee of the V.R. Returned Servicemen's Section thank all contributors and collectors who made the recent Legacy appeal so successful. Conducted through the Department, it realized £508.3.4. In the last five appeals, over £3,000 has been collected for that worthy cause.

The " happy feller " retires

WHEN Mr. E. (Ernie) Stephenson retired last month from the Rolling Stock Branch at Head Office, his genial smile and friendly personality were greatly missed by all who knew or ever met him. At a farewell gathering, Mr. W. O. Galletly, Chief Mechanical Engineer, summed up the opinion of everyone when he said that Mr. Stephenson was not only one of the best informed men in the Branch but also one of the happiest he had ever met.

Mr. Stephenson had nearly 51 years service. He rose from apprentice to Depot Foreman, Workshops Manager and ultimately Metropolitan Rolling Stock Superintendent. He said that one of the most satisfying moments of his career was when he acted as Manager of Newport Workshops—the Workshops at which he had started as a lad in 1913.

No matter how busy or burdened he was, Ernie always had a smile for everyone—and a helpful word to all who needed it.

A real enthusiast

FOR five days each week, Clerk Bruce Angow is immersed in columns of figures in the office of the Superintendent of Locomotive Running, but each weekend finds him busily engaged with the Puffing Billy Society or taking long rail trips to further his knowledge of the V.R. system.

Bruce is proud of his work as a member of the track gang on the Puffing Billy line and he still belongs to the Society's special train subcommittee.

His library is enough to turn any rail fan green with envy. Containing books on most of the world's railways (with special emphasis on that old favourite of rail fans—the steam locomotive) some of the books cost up to £7, and the total collection is worth well over £100.

Vacations find him covering long distances by train, and, in the three years since he joined the Department, Bruce has logged over 20,000 miles of long distance rail travel. And, from each trip, he returns with more colour slides of rolling stock, station yards and other railway scenes to add to his already impressive collection.

Ironworks Division 1919

Before his retirement, at the beginning of this month, Inspector of Ironworks F. (Frank) Saunders brought in this picture of the staff in 1919 when the Ironworks Division was in Spencer Street. Several of those in the picture are still in the Department. Mr. W. Turner (in front row), who retired as a foreman at Spotswood Workshops, is now 92 years of age. Mr. Saunders joined the Department as an apprentice boilermaker in 1915 and was in the Ironworks Division for 46 years. In the picture, he is fifth from the left in the fourth row.

(From left)
Front row : C. Morrison, J. Wilson, J. Burke, unknown, D, Tuckey, H. Lent, J. Fenaci, J. Cameron (Supervisor) W. Cowie, E. Rees, W. Turner, W. Izatt, G. Small, unknown, G. Murphy, C. Dossor, A. Warren, B. Smith,
Second row : C. D'Atro, D. Bala, T. Shearman, unknown, A. Simpson, J. Caldwell, W. O'Brian, unknown, J. Locke, C. Baker, G. Light, H. Hollings, G. Emmerson, C. Fowler, C. Hackwell, M. Conniff, C. Hunter, R. Lewis, C. Edmunds, E. Vincent.
Third row : R. Noble, G. Gregory, C. Drew, E. O'Connor, W. Butler, C. Stewart, W. Snee, A. Banks, G. Hempel, unknown, H. Mitchell, T. Griffiths, A. Penreath, R. Cock, J. Warren.
Fourth row : G. McNay, M. Daffy, J. Tremayne, C. Main, F. Saunders, R. Dickson, H. Bugden, F. Pyke, D. Thomson, R. Dowsett, A. Hahn, W. Holness, T. Timmins, unknown, J. Barrett, T. Dixon.
Back row : P. Nestor, N. Healy, J. Heather, E. Wernet, J. Harris, E. Duffy, C. Fortesque, G. Wilcox, A. Shaw, T. Curnow, A. Spence, V. Brown, J. Axford.

BOOK NOTES

from

THE V.R.I. LIBRARIAN

A new, completely revised catalogue of the V.R.I. Technical Library will be published in January. This, like all the Library's book lists, will be supplied automatically to suburban and country members whose books are sent by rail. Members who exchange their books personally at Melbourne, and anyone else interested, may obtain copies at the Library. If you want a Technical Catalogue hot from the press let us know, and we will notify you the moment they become available (ring auto. 1574).

To turn from worthy tomes on computers, accounts, and electrical systems . . . here are some new books, and others you may have overlooked, eminently suitable for holiday reading :

Sword at Sunset, by Rosemary Sutcliff. A brilliant novel about the real King Arthur—Artos the Bear, Count of Britain, the great but thoroughly human warrior-prince, defending the remnants of his country's Roman civilization against the barbarian invaders. My personal choice for most memorable novel of 1963—not for its philosophy or politics, but for its beauty and humanity.

Next, a long novel recently published for the first time in one volume, and in my humble opinion one of the greatest contributions to 20th century English literature : *The Alexandria Quartet*, by Lawrence Durrell. To attempt to describe or praise it would be futile. Here is a profound experience—discover it for yourself.

Morte d'Urban, by J. F. Powers, is an excellent story about a progressive, rather worldly priest, Father Urban, who one day is transferred by his Order from New York to a pathetic little retreat-house miles from nowhere.

Others worth looking out for : Australian writer Hal Porter's autobiography, *The Watcher on the Cast-Iron Balcony* ; *Ficciones*, some of the strange, fascinating stories of Jorge Luis Borges ; Alan Simpson's informal biography of two Irish playwrights, *Beckett and Behan* ; James Hanley's stark, moving, amusing novel, *Say Nothing* ; Australian Joan Lindsay's charming *Time Without Clocks*.

For children : So many new books, especially for very young readers, it's impossible to single any out for special mention. Best come and see. Children are always welcome in the Library—and the books they take are free and additional to your own.

Dangerous place

A survey was recently made in Melbourne to discover how often accidents occurred at home. The survey extended over a period of 12 months and covered 400 homes. The results are surprising. It was found that

- in 22 homes, bad falls occurred and six limbs were broken ;
- in 18 other homes, there were serious cuts or injuries to the hands or limbs, many needing extensive stitching ;
- in 10 homes, burns of some consequence occurred ;
- in four homes there were cases of severe electric shock.

If, unfortunately, an accident occurred in your own home, could you help ? Could you give first aid that might save a life ?

You can learn how, at the Department's classes in first aid. Instruction, books, etc. are free. Classes will be starting the new year. Further information can be obtained from the Ambulance Officer at Spencer Street station.

NEW POSTER

With its soft approach to a noisy subject this V.R. poster uses a jingle to persuade transistor users that it is often the best, for all concerned, to keep a good thing to themselves.

RECENT RETIREMENTS . . .

TRAFFIC BRANCH

Stanley, C. J., Bairnsdale
Kinnane, B. B., Melb. Goods
Grant, W. A., Narre Warren
Brent, J. W., North Williamstown
Lyell, A. T., Winchelsea
McKay, L. F., Frankston
Ryan, P. J., Melb. Yard
Thomas, C. V., Melb. Yard
Chandler, R. H., Spencer Street
Goldsmith, F. N., Flinders Street
Burnett, A., Melb. Yard
Powell, G. W., Jewell

ROLLING STOCK BRANCH

Jones, J. H. O., Elec. Running Depot
Ward, H., Ballarat North
Stephenson, E. T., Head Office
Williams, J., Newport
Jones, A. J., Jolimont
Bolger, F. Z., Newport
Outen, P. E., Maryborough
O'Shannassy, T. J., North Melbourne 'Shops
Pedelty, T., Head Office
Leach, C. H., Newport
Neulist, N., Ararat
Danilovic, S., South Dynon
Arrowsmith, R. J., Elec. Running Depot
Fary, G. R., Ballarat North
Weatherill, G. A., North Melbourne 'Shops
Laurie, E. A., Geelong
Bailes, H. E., Jolimont
Whitfield, E. C., Bendigo
Hearl, H. L., Newport

WAY AND WORKS BRANCH

Arnott, A. J., C/o Road Foreman, Flinders Street
Gibson, A. N., C/o Road Foreman Spencer Street
Yeates, W. H., Spotswood Workshops
Hague, A., Flinders Street
Swaney, T. M., C/o Works Foreman, Laurens Street
Hocking, F. H., Spotswood Workshops
Wakenshaw, H., C/o Road Foreman, Wangaratta
Hansen, C. W., C/o Works Foreman, Spencer Street
Soule, F. R., C/o Road Foreman, Birchip
Grave, R., C/o Foreman Plumber
Smith, C. H., C/o Road Foreman, Spencer Street
Flannery, E. W., C/o Foreman Painter
Sargent, T. E., C/o Road Foreman, Warragul
Croussos, D., S & T. Caulfield
Tong, A. N., C/o Road Foreman, Spencer Street
Fowler, C. C., Head Office
Walkington, W. G., C/o Road Foreman, Bendigo

ELECTRICAL ENGINEERING BRANCH

Hall, T., Overhead Depot, Batman Avenue
Howe, J. M., Light & Power Depot, Spencer Street
Winter, E. H., Testing Division, Spencer Street
Manton, H. D., Flinders Street

REFRESHMENT SERVICES

Plate, J., South Dynon

. . . AND DEATHS

TRAFFIC BRANCH

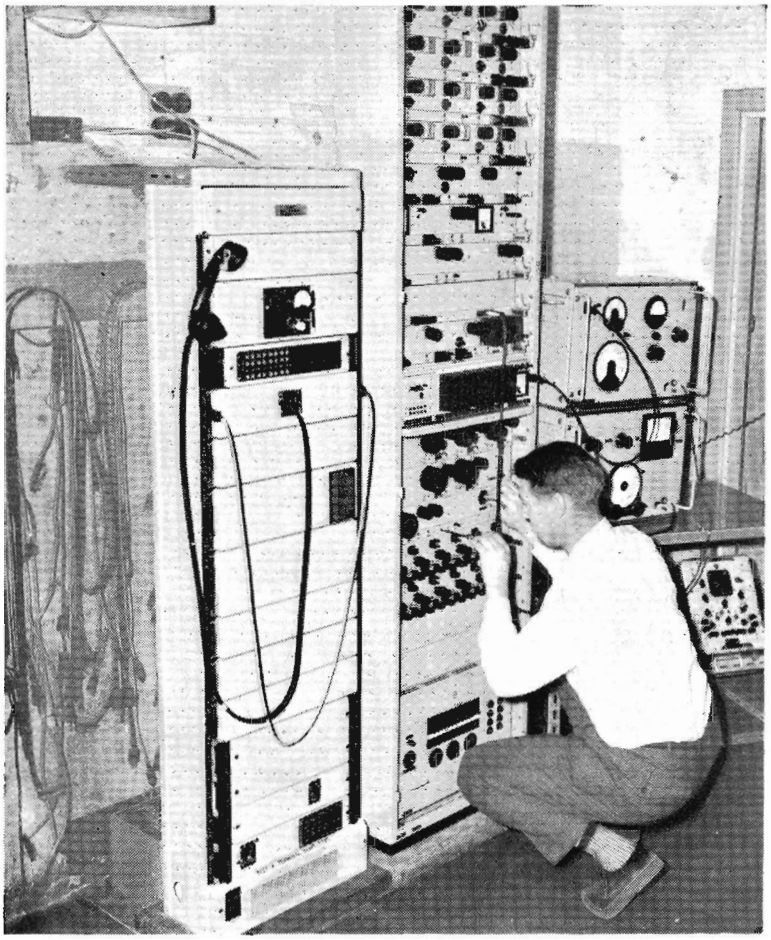
Gleeson, F. S. T., Melb. Goods
Fayn, L., Flinders Street
Worthington, J. E., Elmore
Tully, (Mrs.) B. F., Kerrisdale
Phillips, E.J., Coburg
Egan, (Mrs.) M. E., Flinders Street
Meldrum, A. D., Ripponlea

ROLLING STOCK BRANCH

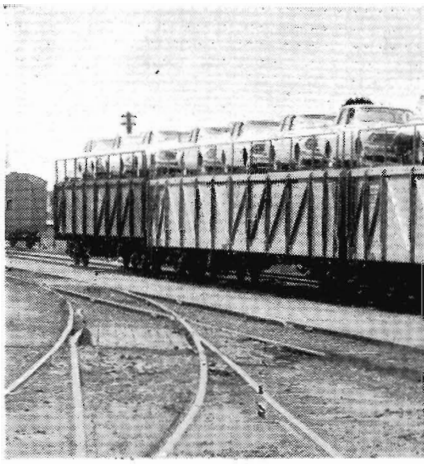
Tory, D. J., Warrnambool
Jones, E. J., Toolmaker
Harding, A. L., South Dynon
Fiskley, R. B., Jolimont
Harris, R., Newport

WAY AND WORKS BRANCH

Cashin, S. W., C/o Road Foreman, Shepparton
Calisti, A., C/o Road Foreman, Laurens Street
Villani, P., C/o Engineer of Special Works
Millane, J. T. B., Spotswood Workshops
Waddingham, F., C/o Road Foreman, Ouyen



12 IN 1 : Electrical Mechanic Alan Carey makes an adjustment to the equipment for the 12-channel carrier telephone and telegraph system which came into operation at the Department's telephone exchange last month. Enabling up to 12 conversations to be carried over the one pair of wires, it will greatly improve telephone services between Melbourne and Sydney and also some within the State.



NEW RAMPS at Dynon speed the unlo
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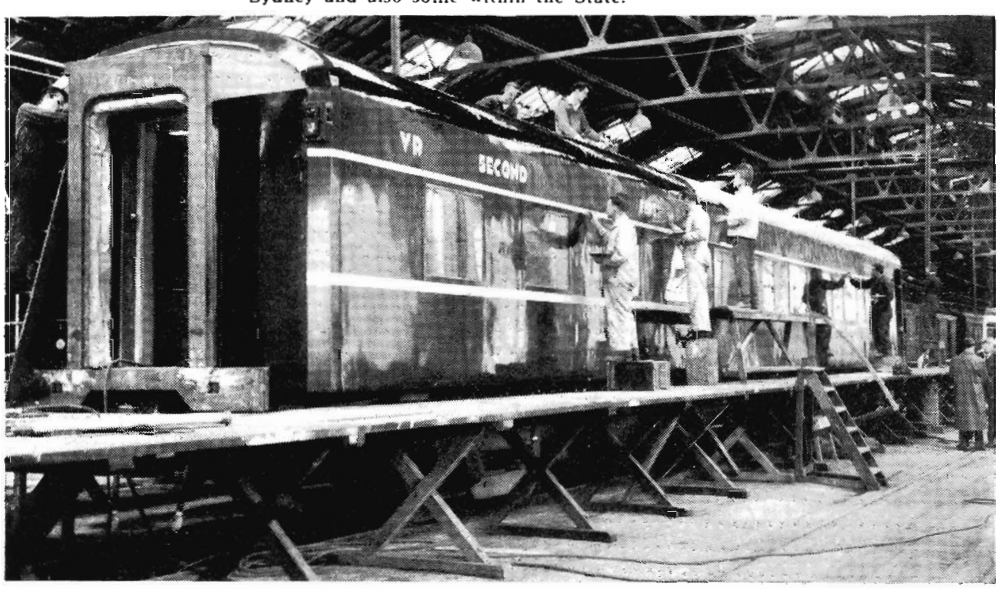

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AUSTRALIAN BOOKS were on display at the V.R.I. Library during Book Week last month. The display was seen by nearly 1,000 visitors.

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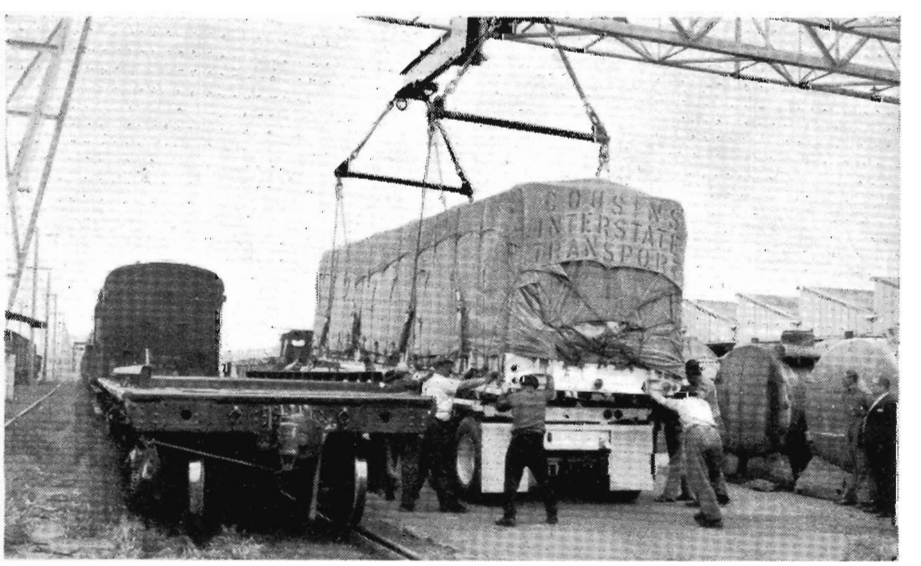


REVIEW OF THE YEAR

HIGHLIGHTS from the Department's annual report for 1962–63 that was presented to Parliament last month are summarized below. In previous years, a condensed version of each annual report was issued to all railway staff. This practice has been discontinued and, instead, a review of the year will be published in *News Letter*. The small card showing some of the more important statistics had not been completed at the time *News Letter* went to press. It will be available soon, and those interested may obtain a copy from the Public Relations and Betterment Board, Head Office.

RECORD REVENUE

Revenue earned from operating the railways and road motor services for the year was £43,489,693—a record—but £135,492 of that amount was not actually banked by 30.6.63, and, consequently, the gross income shown in the accounts is that amount lower at £43,354,201.

With working expenses totalling £43,563,785, the official result was a debit of £209,584.

If the amount of £135,492 not banked at 30.6.63 had been included, working expenses would have exceeded income by only £74,092, a reduction of £296,353 compared with 1961/62.

The revenue increase was the result of the following variations:

	£	£
Increases		
Goods ...	806,000	
Parcels ...	33,000	
Passengers (country)	58,000	
Advertising ...	5,000	
Bookstalls ...	10,000	
Mails ...	12,000	
Rentals ...	16,000	940,000
Decreases		
Refreshment Services	27,000	
Passengers (suburban)	18,000	
Miscellaneous ...	14,000	59,000
Approximate net increase ...		881,000

GOODS TRAFFIC

Outstanding feature of the year's freight operations was the continued growth of traffic on the standard gauge line to 1,083,630 tons. Of this, 658,186 tons were carried from New South Wales or Queensland to Melbourne, and 425,444 tons in the opposite direction.

Compared with 1961–62, inter-system goods traffic returned over £1.1 million additional revenue. On the other hand local goods traffic within Victoria declined by about £280,000.

The bogie exchange system operating with greatly improved equipment at South Dynon, made an important contribution to the success of the standard gauge link, enabling loaded vehicles to move between Brisbane and Victorian stations without transhipment of the contents.

The 1962–63 wheat harvest produced a near record 65,170,000 bushels, and transport of the overflow from country storages involved the loading of almost 34,000 wagons.

Superphosphate traffic, of 762,264 tons, exceeded by 62,711 tons the previous year's record. The growing trend towards bulk handling was clearly evident from the increased percentage of bulk over bagged consignments.

Steam locomotives reconditioned

In order to handle the sharp increase in goods traffic as the year progressed, it was necessary to incur considerable additional expense in reconditioning a number of steam locomotives previously stored for eventual scrapping, as the diesel fleet was already working at maximum effort. In consequence, a great deal of the extra goods revenue received, had to be earned with costly steam train mileage.

A contract has been let for the supply of 20 additional 950 h.p. diesel-electric locomotives for main and branch line service, but no substantial relief can be expected from these until 1964–65.

Tonnage increase

Total tonnage of goods (excluding livestock) carried during 1962–63 was 460,000 tons greater at 10,457,515.

A remarkable increase occurred in the amount of iron and steel carried from New South Wales to Victoria and South Australia. It totalled 403,612 tons—almost double that for 1961–62. Motor cars and bodies (140,229 tons) rose about 50 per cent.

Victorian intrastate traffic declined slightly in total tonnage because smaller quantities of briquettes and coal were carried, but these decreases were partly offset by increased traffic in fertilizers, timber and oats.

Livestock traffic

There was a modest but encouraging reversal of the steady downward trend that has characterized livestock traffic in recent years, and the total stock tonnage for 1962–63 amounted to 293,373, compared with 264,262 tons in the previous year.

More efficient working

With the progressive increase in the proportion of goods train mileage operated by diesel-electric locomotives over the last 10 years, there has been a steady rise in the overall standard of efficiency in goods train operation.

For example, between 1952–53

and 1962–63 the average ton-miles per wagon per day (a measure reflecting the overall extent to which the revenue earning potential of goods vehicles was realized) increased by about 33 per cent. to 302.5 ton-miles ; the average contents load per goods train mile increased from 233 to 284 tons (22 per cent.) ; and the average ton-miles (net) per goods train hour increased from 2361 to 3362 (42 per cent).

PASSENGERS

Country and interstate passenger traffic increased by 7.3 per cent. to a total of 5,139,646 journeys, but suburban traffic totalling 147,586,991 journeys, was practically unchanged.

Pattern of suburban travel

During the past 15 years, the extensive development of outer suburban areas, particularly to the north, east and south-east of Melbourne, has been reflected in the steadily increasing length of the average distance travelled by suburban passengers.

Although there has been a growth of traffic from the outer areas, the traffic at stations within nine miles from Melbourne has declined substantially, the overall result being a drop of about 26 million passenger journeys when compared with the total for 1949–50, the peak year for suburban rail travel.

The increased average length of journey has necessitated the spending of large sums of money on track duplication, signalling improvements, new stations and additional trains. Because of the manner in which the suburban fare tariff tapers off as the distance from Melbourne increases, the revenue from the longer journeys is not sufficient to offset the loss of short haul traffic, or to meet the heavier fixed charges and increased cost of operating the extra train mileage.

Peak problems

The great disparity between peak and off-peak traffic further militates against economical working of the suburban system. During the intense morning and evening peaks, totalling about three hours daily, it is necessary to operate up to 130 trains of seven carriages ; but for the off-peak periods less than 60 trains, many of which are reduced in length to four or two carriages, are sufficient to handle the traffic offering. Because of this uneven distribution of traffic, a great proportion of the suburban carriage fleet—representing an investment of many millions of pounds—remains idle for most of the day.

Moreover, the necessity for much of the costly duplication and other works undertaken in recent years to increase track capacity has been dictated largely by rush-hour traffic requirements.

Many factors contributed to the general decline in off-peak rail travel, the chief one undoubtedly being the increased popularity of the private car as a means of transport during leisure hours.

WEEAPROINAH LINE CLOSES

Owing to the small amount of traffic, the provision of a regular goods service on the Colac–Weeaproinah narrow gauge line involved substantial operating losses in recent years.

Continuance of the service would have involved greatly increased expenditure in maintaining the rolling stock and track facilities in a serviceable condition.

As it was evident that the cost of retaining the service was quite disproportionate to the small amount of traffic offering, the line was closed from July 1, 1962.

ROLLING STOCK

During the year, 222 vehicles were built at Departmental Workshops. Included in the total were : 20 *Harris* trailer carriages ; 83 VLF louvre vans (for general merchandise) ; 53 ELX open wagons ; and 11 ALX wagons (for motor car transport).

Motive power

No additions were made to the locomotive fleet but orders were placed for the supply of 25 Y class 650 h.p. diesel-electric shunting locomotives and the 20 T class 950 h.p. diesel-electric locomotives mentioned previously.

Five additional rail shunting tractors were completed, bringing the total to 34 ; it is proposed to build a further five tractors during this financial year.

Passenger stock

Five additional 7-carriage *Harris* suburban trains, the trailer carriages of which were constructed at Newport Workshops, were placed in service.

The Club Car, which operated on *The Daylight* between Melbourne and Albury, before the through standard gauge services, was reconstructed as a modern composite lounge and kitchen carriage to replace the original Norman Car (see *News Letter* July 1963).

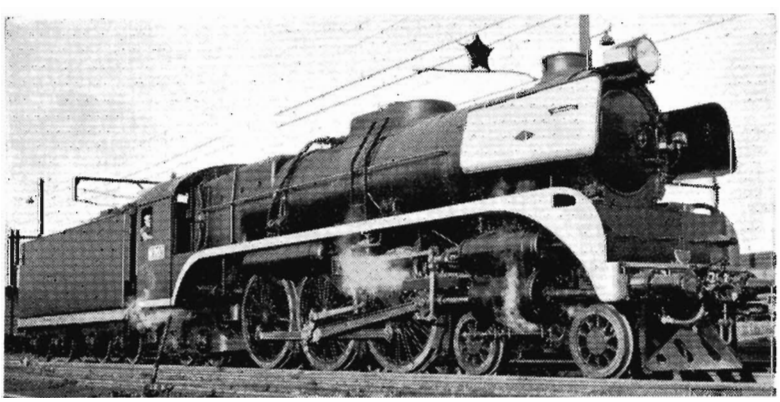
The programme of improved seating in former second class suburban carriages was completed.

Goods vehicles

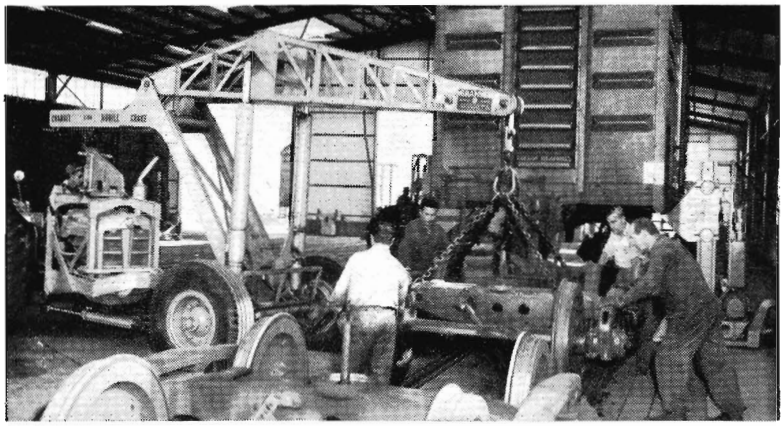
At June 30 last, goods vehicles suitable for standard gauge services totalled 446. The number of these vehicles actually operating on standard gauge bogies fluctuates from day to day according to traffic requirements ; at the close of the year it stood at 238.

Over 400 additional open wagons were grain proofed, making a total of 5,760 wagons available for the bulk loading of grain and certain other commodities.

In order to meet the ever-growing demand for specially equipped wagons to carry particular types of traffic, additional vehicles were adapted for such diverse items as bulk flour, timber, plaster board, and special container traffic.



To handle the increase in goods traffic a number of steam locomotives were reconditioned.



The bogie exchange centre at South Dynon has made an important contribution to the success of the standard gauge line.

Five additional wagons, each designed to carry Flexi-Vans in pairs, were built at Newport.

Bogie Exchange

The new Bogie Exchange Centre at South Dynon was brought into operation on March 25 (see *News Letter* May 1963).

Workshops facilities

Satisfactory progress was made with the improvement scheme at North Melbourne Workshops. Extra tracks were provided to facilitate the examination and classification of vehicles to be repaired; and the former diesel maintenance shop was adapted for use as a repair shop for insulated vans and Z class brake vans.

With the completion of the new Locomotive Depot at South Dynon in September 1962, the stabling, servicing and maintenance of all diesel and electric locomotives was transferred to that location.

WAY AND WORKS

On country and suburban lines, 69½ miles of track were relaid, the major part of the country relaying being done by two mechanized gangs. In addition, 118 sets of points and 395 crossings were renewed, while at a number of highway level crossings the existing rails were replaced with welded rails of heavier section.

Suburban work

As part of the plan to provide additional track capacity on the Box Hill line, a third track between Hawthorn and Camberwell was completed.

Good progress was made on the first stage of the Eastmalvern–Glen Waverley line duplication. In addition to earthworks, the scheme involves the duplication of five bridges and the provision of some additional platforms with subways for pedestrians. (See *News Letter*, July 1963).

At North Dynon, work was well advanced on the construction of two additional platforms in the Forwarding Agents' loading area to increase the number to eight—ranging from 275 ft. to 775 ft. in length.

Level crossing protection

Nine additional level crossings were equipped with boom barriers, and 16 with flashing light signals. At three other locations, the form of warning was altered from wig wag signals to flashing lights.

Power signalling

As part of the scheme for the progressive installation of automatic power signalling throughout the system, automatic signalling with remote control of the intermediate crossing loop, was provided between Bacchus Marsh and Ballan ; three position automatic signalling was installed between Hartwell and Ashburton ; and work started on automatic signalling between Ferntree Gully and Belgrave. Early this year, centralized traffic control on the standard gauge line began (*News Letter* February 1963).

COMPETITION

Intense competition from genuine and spurious interstate road operators continued throughout the year, and the unregulated or " as of right " road movement of livestock, perishables, petroleum products and certain other commodities within Victoria deprived the Department of much valuable traffic.

The railways have traditionally operated under a system of charges based on what the traffic can economically bear, rather than cost of service. While such a system, together with the common carrier obligations of the Commissioners, is no doubt desirable in the public interest, it places the Department under a severe handicap in competing with road hauliers, particularly with unregulated classes of traffic.

Road hauliers usually have no common carrier obligations, and their charges are based on costs which are deflated by the community contribution towards the provision and maintenance of State highways.

The State rail system has spare capacity which cannot be reduced with any appreciable saving in costs, and so long as the range of " as of right " commodities, many of which are eminently suitable for rail transport, remains outside the discretionary powers of the Transport Regulation Board, the existing wasteful duplication of transport resources will continue to the detriment of taxpayers generally.

MEETING COMPETITION

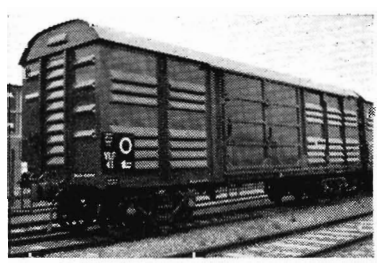
Passenger business

Commercial Agents again canvassed various organizations and schools, to focus attention on the attractive rail facilities and liberal fare concessions available to organized parties. About 10,000 members of such parties travelled interstate, an increase of about 3,000 compared with last year.

To promote rail travel among League and Association football clubs, 280 h.p. diesel rail cars were made available for hire to clubs, on a charter basis, for travel between Melbourne and Geelong. A number of clubs availed themselves of the service.

Goods business

To meet the competition from the interstate and pseudo-interstate road operators in border areas, rates for



As well as other vehicles, 83 of these VLF vans were built at Newport Workshops during the year.

wool to Melbourne and Geelong were substantially reduced from 223 such stations, the cuts ranging up to 50 per cent. of the ordinary rates.

A special rate of 15/– per bale (a concession of 25 per cent) was introduced for wool from Portland to Geelong or Melbourne. In addition, reductions of up to 52 per cent. were made in wool rates to Portland from nearby areas.

Interstate hauliers operating from South Australia have, in recent years, made severe inroads on the rail traffic from Melbourne to country towns in the western and north-western areas of Victoria. They particularly favoured commodities such as edible groceries and hardware. Specially reduced rates for these types of traffic were accordingly extended to a number of stations in the districts mainly affected.

Increased revenue

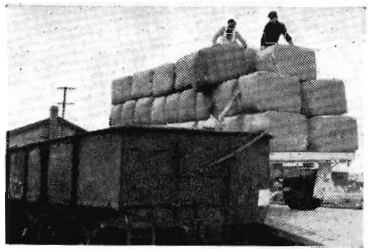
The incentive freight rating scheme for bulk petroleum products, introduced in 1958 for competitive reasons, provided increased revenue amounting to £233,800 for the year ended December 31, 1962, compared with the year on which the scheme is based. To the end of 1962, the total increase in revenue attributable to the incentive plan amounted to more than £868,000.

In the previous financial year a special contract rate for livestock was introduced, on trial, at Hamilton, and similar rates were subsequently extended to six other towns. Following the increased traffic, the reduced charges were extended to 55 additional stations from July 1, 1963, (see *News Letter* July 1963).

Traffic consigned to Cudgewa for the Snowy Mountains Hydro-Electric Authority during the year amounted to about 10,000 tons, and is expected to increase considerably during 1963–64.

Interstate traffic dispatched by Forwarding Agents under the bulk loading scheme showed a substantial increase, the total tonnage for the year amounting to 451,000 compared with 297,000 for 1961–62. The continued growth of this traffic is principally due to the greatly improved inter-capital services and the advantages of bogie exchange.

Increased Flexi-Van traffic, with an additional five wagons, each designed to carry two Flexi-Vans, in service between Melbourne and Sydney, now exceeds 2,000 tons monthly. Several prosposals for its extension are under consideration.



Loading wool. Rates for carriage of wool, from certain areas, were substantially reduced.

Traffic growth

In view of the greatly increased number of motor bodies and cars requiring interstate transport, the Department, in conjunction with the New South Wales and South Australian Railways, is to build additional wagons specially for this traffic.

A freight agreement was signed for the transport of pig lead from Port Pirie to Melbourne and lead scrap in the opposite direction. Most of this traffic, amounting to about 20,000 tons annually, was formerly carried by road.

Because of the improved service rendered possible by bogie exchange, considerable quantities of aluminium ingots, produced at the recently established smelting plant at Port Henry, near Geelong, were railed to Sydney. It is expected that this traffic will increase to an eventual total of 30,000 tons a year.

Specially designed wagons were used to bring trial loads of electrical cable from Port Kembla (through Dynon bogie exchange) to Brooklyn and Morwell. The cable arrived at its destination in excellent condition, and, as a result, a further 700 tons will be brought from Port Kembla by this means.

Packaging

Packaging Officers again co-operated closely with manufacturers and other consignors in devising improved methods of packaging and loading. Among the diverse range of goods dealt with, special attention was paid to new traffic in coiled steel strip, aluminium ingots and canned foods in pallet loads.

Freights and fares

As in the two previous years, the general tariff rates for goods, parcels and intrastate passenger traffic remained constant.

However, from July 1, 1962, intercapital arbitrary fares between Queensland, New South Wales, Victoria and South Australia were lifted by 10 per cent.

OTHER ACTIVITIES

Electrical engineering

As part of the 50-cycle current plan substations were put into operation at Greensborough, Ringwood and Glen Waverley ; a rectifier unit at Alphington was converted to 50-cycle operation ; and a new 22-kV. switching station was built at Rushall.

Work was well advanced on a substation at Victoria Park and on the installation of new equipment in the existing Reservoir substation.

Satisfactory progress is being made with the construction, etc., of the new Power Operations Room at Batman Avenue.

At South Dynon Locomotive Depot, approximately two miles of 1,500-volt overhead wiring of a modified type, using a contact wire without a supporting catenary, was erected over tracks on which electric locomotives are stabled and serviced. This type of overhead construction has not been previously used for 1,500 volt traction in Victoria.

At various suburban and country stations, existing electric installations were modernized to give better lighting.

Refreshment services

There was a decrease in revenue from refreshment rooms, etc., and this was mainly due to a reduction in income from refreshment facilities at Spencer Street station, where rebuilding operations diverted much of the pedestrian traffic away from the main refreshment stalls. With the completion of the rebuilding plan and the opening of the new cafeteria and stalls, it is hoped that the lost patronage will be fully recovered.

Income from the letting of sites for the display of advertising signs, etc. increased by £5,074 over the previous year.

Suggestions

Fifty-one of the suggestions received during the year were adopted, and awards totalling £539 were paid, the highest amount being £264.

Safety

The Department's campaign for the prevention of industrial accidents was intensified and extended throughout the System.

First Aid

The Victorian team won first place in the All-Australian Railways First Aid Competitions held in Perth in October 1962.

In other respects also, the First Aid Organization had a successful year. The annual competitions attracted many entries and a high standard of efficiency was displayed.

Sport

Ladies Basketball

THE girls have three teams playing in the Victorian Women's Night Basketball Competition and all are proving a force in their sections. With only two home-and-home games to play, all teams appear likely to take part in the final series. V.R.I. 1, playing in F1 grade, have won 10 games, lost 2, and with only two matches to go, are assured of one of the two top positions in that grade. V.R.I. 2, in B3 grade, have won 8, drawn 1, and lost 3, and are also in second place. They must finish in the final four. The remaining team, playing in D2 grade, are in third place in that section and with a win in either of their remaining two games, will also finish in the top four. So with a bit of luck, the girls should bring home three pennants.

Railway Institutes' Bowls

TEAMS from all Australian States, as well as a representative side from New Zealand, are expected to take part in the A.N.Z.R.I.B.A. Carnival to be held in Sydney from February 24 to March 5, next year. The side selected to represent the V.R.I. is as follows :

Messrs. R. Anderson, A. G. Cowling, L. Cummins, J. R. Ferguson, D. Howard, K. McElhinney, G. G. Sargeant, C. C. Summers, H. Watts, W. H. Nichols (all from metropolitan area), H. P. Boyle, O. Hauser, C. Kisler, A. G. Polson, H. M. Wallis, S. G. Williams (from Ballarat), L. Hindson, T. Jenkins, N. Townsend (from Bendigo), M. T. Berry (Seymour), R. Eales (Wahgunyah), A. W. Reaper (Warrnambool), A. Vyner (Wangaratta) and T. H. Dykes (Wodonga).

Mr. C. Hunter and Mr. F. Orchard, have been appointed team manager and V.R.I. representative respectively.

V.R.I. Tennis Association

THE opening round of the Dunkling Shield Competition was played on Thursday, November 14. The entry of only five teams—Jolimont, Suburban Lines, Codon, Traffic and Newport—was very disappionting to Association officials as they had hoped to obtain sufficient entries to form A and B sections and thus revive the Pimms Cup trophy.

Tennis players are reminded that the Interstate Carnival will be held at Kooyong, Melbourne, from February 25 to March 5 1964. Players who wish to be considered for selection in the Victorian Team must have their applications in the hands of the Secretary, Mr. S. K. Pearn, C/– V.R. Institute, not later than Monday, December 16.

Soccer Star

In the Australian soccer championships, held recently in Sydney, Tom Allsop (*left*) tries to stop a N.S.W. player scoring. Tom, a junior clerk in the Timekeeping Office at South Dynon Loco Depot, has been a soccer player for seven years, and normally plays with Essendon in the second division of the Victorian Soccer Federation. In 1958 he played for Metropolitan against a Latrobe Valley team, and, the following year, was in a Victorian side that played a visiting N.S.W. team.

Cricket

THE scores on the first day of the second round of the V.R.I.C.A. competition were : Suburban Lines ; 2/109 declared (L. Balcombe 51, D. Southam 44) beat Codon 17 (B. Briggs 12 n.o., K. Ingram 4/9, R. Hill 1/8) and 29 (R. Poole 16 n.o., K. Ingram 3/19, R. Hill 1/1) outright.

Spotswood ; 9/136 (B. Duggan 46 n.o., J. Harris 18, G. Lees 18, I. Epstein 2/16, A. McMahon 3/46) v. Loco, yet to bat.

Melbourne Yard ; All out 21 (I. Robinson 9/8) v. Stores 2/71 (S. Short 34).

Billiards

AFTER a disappointing run in finals over the past few years, the V.R.I. " B " team, competing in the Melbourne Clubs Amateur Billiards Association Snooker Competition (Willis Group), finally broke through for a win in the Grand Final, beating Softgoods Club by 11 points, 425 to 414. The match was tense and exciting throughout, and the result eventually hinged on the last shot of the night. The team consisted of G. Linacre (Capt), V. Alembakis and K. Dunne.

In the final of the 1963 V.R.I. Single Handed Billiards Championship, J. Frame beat J. McKain 400 to 328.

V.R.I. Golf Club

THE President's and Captain's Day was held at the Mt. Xavier Golf Club, Ballarat, on Sunday October 27, in delightful weather. Forty-four members and associates, from Maryborough, Daylesford, Ballarat and Melbourne took part. At the conclusion of a very enjoyable day it was announced that Mr. H. Tyson, of Ballarat, had taken out the President's trophy, Mr. L. Cummins, of Melbourne, the Captain's trophy, while the visitors' trophies were won by Messrs. J. Butcher (Melbourne) and J. Bolten (Maryborough). To complete a family double, Mrs. J. Butcher carried off the ladies' trophy.

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1964

Terminating dates of pay fortnights shown in Red
O Public holidays (Good Friday, 1965—April 16)

1964

	JANUARY					FEBRUARY					MARCH					
Sun.	...	5	12	19	26	...	2	9	16	23	...	1	8	15	22	29	...
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	APRIL					MAY						JUNE					
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	OCTOBER					NOVEMBER						DECEMBER					
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